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## DEATH.

At Ventnor, Isle of Wight, on June 17th, W. T. STEBBING, late of Kelly & Walsh, Ltd., Hongkong.

[907]

HONGKONG OFFICE: 10A, DES VOUX ROAD C  
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JULY 13TH, 1912.

COMMENTING yesterday on the decision of the Russian Duma to rebuild the Russian Navy within the short period of five years we incidentally mentioned the likelihood of the resolution inspiring grave apprehension in Japan. We do not forget that since the Russo-Japanese war the relations between the two conflicting Powers have been increasingly friendly. A Treaty of Commerce and Navigation has been signed and a friendly understanding arranged as to the attitude of the two Powers in regard to China, so that any bitterness left by the late war seemed absolutely dissipated. During the period that has elapsed since then there has been nothing on either side to awaken discord. Russia has been resting on her laurels as far as adventures in East Asia are concerned, and Japan has been struggling to bring her finances into order. The friendly relations between the two nations may thus be said to have had a merely negative existence, or, in other words, they appeared friendly because there was nothing to disturb them. Now, however, several clouds have appeared in the sky, and the first murmurs of what may prove another storm are heard. Curiously enough, the first warning comes from outside Japan. The *Oriental Review*, a monthly journal published by the Oriental Information Agency of New York, is edited entirely by Japanese and has for its object the establishment of friendly relations between Japan

and the United States, the idea being that the friction that occasionally arises between the two countries is due to the latter's lack of knowledge of Japanese affairs, and that it only requires an explanation of Japan's attitude to at once settle any outstanding questions. How far this object can be achieved by the attack on Russia in the June issue of the journal is a matter of doubt. The article, which is headed "The Russian Menace," appears in the form of an editorial, and while, of course, some of its harshness may be due to the fact that it is for the consumption of foreign readers, and especially Americans, who are themselves at present not in a very friendly mood to Russia, its virulence can hardly be accounted for on that ground only. The writer starts off briskly by stating that "Russia is once again engaged in her old game of aggression upon weaker nations," and that she is again able to pursue her policy of expansion "with all the swagger and ease" conspicuous before the war. Her financial condition is sound, and she is absolutely free to muster her reorganised army at a month's notice. Great Britain is engaged in a struggle with Germany for Naval supremacy, and has not time to continue her rivalry with Russia, with whom, accordingly, as well as with France, she has concluded an *entente*. Russia is accordingly free to direct her activities to China, Persia, and Turkey without fear of molestation. "Is it not pitiful," asks the writer, "when one is conscious of how the England of other days would have protested, with mailed might, against this and other designs of the Muscovite?" Outer Mongolia he already regards as lost for ever to China, and the partition of Manchuria as already on the tapis. In regard to this a quotation is given from the *Nouvelles Vremes*, wherein it is proposed that the *de facto* occupation of Manchuria by Japan and Russia shall be made definitive and the provinces divided between the two Powers, since there is no other claimant in the field. "Whether this proposal expresses actual Russian feeling is uncertain, but the writer in the *Oriental Review* takes it as such and discards the proposal as opposed to Japanese intentions, which are simply, he says, to maintain the open door in the Manchurian provinces and the territorial integrity of China. "The return of Russia with her territorial ambition and tariff barriers is quite as distasteful to Japan as is the idea of her being drawn into the conspiracy of robbing China of her dependencies." Turning to Russian activity in Europe, the *Oriental Review* charges the Northern Power with seeking the break-up of Turkey, for which purpose she is throwing her influence on the side of Italy in the Russo-Italian War and is taking the side of the Triple Alliance in defiance of the Anglo-French *entente*. It foresees the partition of Turkey between the Powers forming the Triple Alliance and Russia and the free access of Russia to the Dardanelles, a position which, a generation ago, would have been impossible without the risk of a war with England. "The advance of Russia," concludes the *Review*, is the advance of the policy of aggression and conquest to which China, Persia and Turkey, each and all, bear a bitter testimony. Germany, Austria and Italy will be very willing partners in the Russian ambitions. It is provocative of anger that not a single nation of the world raises a warning finger at Russia, as Japan did seven years ago. It may safely be said that such an attack on Russian policy has not been made by any Japanese journal since the conclusion of the late war, but whether the article represents Japanese feeling is another question. In official circles, so far as appears on the surface, the protectorate of Russia over Outer Mongolia is accepted calmly, and although Prince Karawa's tour in Europe is persistently connected with an effort to arrange an *entente* with Russia, there is no evidence that this is the case. Prince Iro when he was assassinated is said to have been engaged on a somewhat similar mission, but if that was the case, his death resulted in the dropping of the negotiations. Such an *entente* could only mean a fair division of Chinese territory between the two Powers, who have already bound themselves, however, by the agreement concluded immediately after the war, to recognise the independence and territorial integrity of China and to uphold and defend the maintenance of the *status quo* in that country by all means possible. Virtually Russia has already broken this agreement by supporting Mongolian independence, a fact which has led many to conclude that secret negotiations in regard to Mongolia have already taken place between Russia and Japan. If this is the case, the writer in the *Oriental Review* is speaking without authority, but yet the fact remains that the Agency by which the *Review* is published is under the protection of the Japanese Government.

The body of a Chinese boy was found floating in the harbour on Thursday.

It is reported that Mr. Wen Tsung-yao will be appointed Commissioner to Tibet.

Mr. Watson, manager of the Asiatic Petroleum Company in Hongkong, leaves by the *Empress of Japan* to-day and is succeeded by Mr. W. H. Bell.

The French Chamber of Deputies has under consideration a proposed loan of 90,000,000 francs to Indo-China for the execution of urgent public works.

A man from Wanchai was sent to hospital on Thursday suffering from injuries received through jumping from the Star Ferry launch before it came alongside the wharf in Hongkong.

Two men were brought before Mr. Irving at the Magistracy on a charge of having committed armed robbery, but his Worship considered the evidence insufficient and dismissed the prisoners.

Commodore R. H. Anstruther, C.M.G., hoisted his flag on H.M.S. *Tamar* yesterday and took over charge of the Naval Establishments at Hongkong from Commodore Egges, who leaves for England by the *Empress of Japan* to-day.

A Chinese, said to be one of a gang of pickpockets operating in the city, was brought before Mr. Irving at the Magistracy yesterday charged with stealing a watch and money from a Chinese boy. He was sentenced to six months' hard labour.

Mr. F. W. Taylor, Director of the Bureau of Agriculture in the Philippines, has come over to Hongkong to study local conditions in regard to the meat and cattle trade. He has been to Canton this week pursuing his investigations and has now returned to Hongkong.

M. Joost van Wollenhove has been appointed Secretary-General of Indo-China. The local French papers do not take kindly to "un Français improvisé," of Dutch origin and only 35 years of age, practically governing a French Colony "conquered by French arms and saturated by French blood."

The *Peking Daily News* learns with regret that the Nungliu (Board of Agriculture) has requested the permission of the Cabinet to convert the Temple of Heaven into a model farm, the Temple of Agriculture into an experimental station for forestry, and the Temple of Earth into a horse-breeding establishment.

Billy Eldid and troupe made their first appearance in Hongkong at the Victoria Theatre last night and caused quite a sensation. What with their marvellous cycle acts which were full of daring and the Great Boxing Burlesque (Jim Flynn v. Jack Johnson), including the knock-out blow, their performance roused the house to the highest enthusiasm.

The French cruiser *Dupleix*, flying the flag of Rear-Admiral Calloch de Kerillis, has recently paid a brief visit to Weihaiwei. A dance was given by H.M.S. *Minotaur*, and an "at home" at Government House, by the Commissioner and Lady Lockhart, which was largely attended by the residents and visitors from the island and mainland to meet the French Rear-Admiral and staff. A dinner, followed by a concert, was given by the *Dupleix*.

Two naval captains well known in the Philippines have been "involuntarily retired":—Captain George R. Salisbury and Captain C. M. Fahs. Captain Salisbury was relieved recently as Governor of Guam and is now en route to the United States on leave. Captain Fahs, in the interim between the home-going of Admiral Mertz and the arrival of Admiral Moore, was commandant of the Cavite and Olongapo stations. He was captain of the *California* and a few weeks ago went home on leave, his place on the *California* being taken by Captain Halstead.

The morphine case, in which two men had originally been charged with unlawfully having 15 pounds of morphine, valued at \$3,000, in their possession, came on again before Mr. Irving yesterday. At the previous hearing one defendant was discharged, and Mr. Lewis, who appeared for the other, contended that the second man should also be discharged as the evidence suggested that he was merely a cat's paw for the other. He admitted that the defendant was a go-between for the sale of the morphine and that \$2,000 had been paid, but the remainder of the money had not been paid, and the morphine was still the property of the vendor. He argued that custody was not possession. His Worship, while informing Mr. Lewis that he was against him at the moment, adjourned the case to consider the legal authorities quoted.

The schoolmaster who was fined \$5 for allowing mosquito larvae on premises under his control at Pokfulam Road obliged Mr. Shenton to apply for a rehearing. Mr. Shenton said that the shed in which the larvae was found belonged to the previous tenant of the ground floor, who was now living on the top floor, and as the shed was hers she ought to be held responsible. Mr. Wolfe, Head of the Sanitary Department, argued that the shed was used by the defendant. His scholars used it, and as it was used by him he was responsible for seeing that no nuisance was allowed there. His Worship adhered to his former decision, and Mr. Shenton asked for leave to appeal, which was granted.

An interesting story of Chinese trickery was unfolded to the Magistracy yesterday when a sub-contractor was charged with larceny. The man reported to the Water Police that he had taken delivery of 100 pounds of dynamite, 600 detonators, and two kegs of powder from Green Island, and while taking them to Yau-mati on behalf of his employer, a boat containing three or four men came alongside his junk opposite Tsim Tsa Toi, and asked what he had. He replied that he had got some powder, and they asked if he had a licence. He said that he had not, whereupon they declared that it was unlawful for him to be in possession of the powder. They came on board, seized him, held him down, and made off with the dynamite and the detonators, leaving the powder. He reported the occurrence to the Water Police Station, but his story was considered rather weak, and Sergt. Wills searched him, finding 885 hidden in the lining of his shoe. Then he admitted that he had sold the dynamite and the detonators. He was charged with larceny, and was sentenced to three months' imprisonment.

## THE OUTRAGE ON MR. TANG SHAO-YI.

The C.M.S. *Haiming* arrived at Shanghai from Tientsin on Monday, but the *N.C. Daily News* says those on board had little to add to the news already conveyed by telegraph of the attempted outrage upon Mr. Tang Shao-yi. The first information which Capt. Blethen received of the affair was shortly after midnight on the 5th instant, when he was summoned to the saloon, to find Mr. Tang and Wang, his alleged assailant, engaged in conversation. A great deal of excitement was caused at the time, but it is worthy of note that Capt. Blethen saw no revolver produced, whilst it may be mentioned that Wang's right arm is absolutely powerless, as a result it is said of former wounds. At the close of the incident Mr. Tang explained that nothing serious was the matter, and in fact is understood to have attributed the conduct of the man to inebriety.

Mr. Wang continued his passage aboard the *Haiming*, and was one of the very first to leave her upon reaching the wharf. He was lavishly decorated with medals at the time of the meeting with Mr. Tang, but with the exception of this one extraordinary incident, his conduct gave no cause for comment.

## THE NEW PORTUGUESE CABINET.

Senhor Vasconcellos having been unable to form a Coalition Government, the President of the Republic entrusted the task to Dr. Duarte Leite, and a Cabinet was formed as follows:—

Dr. Duarte Leite, Premier and Minister of the Interior.  
Senhor Vasconcellos, Minister for Foreign Affairs.  
Colonel Correia Barreto, Minister of War.  
Senhor Cerveira de Albuquerque, Minister of Colonies.  
Senhor Correia de Lemos, Minister of Justice.  
Senhor Correia de Lemos, Minister of Marine.  
Senhor Costa Ferreira, Minister of Public Works.  
The new Government is generally well received. The Prime Minister states that it has been formed in entire harmony with all political parties.

## GERMAN MERCHANT'S REQUEST TO HIS STAFF.

A German merchant named Hinkel, resident in Moscow, has bequeathed his fortune, amounting to £500,000, to his employees. Through the dead man's munificence several dozen clerks, bookkeepers, packers, porters, and dockworkers suddenly find themselves raised to affluence and partnership in a well-established and lucrative business. All members of the staff who have worked with the testator for at least five years share in the bequest. Their portions are to be reckoned on the basis of the first annual wage multiplied by the number of years they have been in his service. Those who have worked for the firm less than five years are to receive a joint sum of £10,000, which is to be divided according to wages and length of service. The testator also left £10,000 to the poor of Moscow. The staff have decided to organise the business inherited by them into a joint stock company. They have also decided to erect a handsome tombstone over their benefactor's grave, to build an asylum bearing his name, and to continue contributing to various charities which the merchant supported during his lifetime.

## TELEGRAMS TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

## THE LONDON DOCKERS STRIKE.

LONDON, July 12th.  
Another affray has occurred at the Surrey Commercial Docks. The strikers are seemingly desperate and furious. Two workers were seriously injured.

LATER.  
Lord Devonport has written a letter stating that 17,703 men were working on the 11th instant, and that the wages paid by the Port of London Authority exceed the disbursements prior to the strike; hence it is useless for the leaders to declare off a strike which is practically dead. The destitution was due to the fact that the men leaving without cause good wages and fair treatment at the bidding of their leaders had been supplanted. The Authority refuses to entertain the suggestion that the bishops and others should meet the men's leaders.

## ANGLO-GERMAN RELATIONS.

GERMAN VIEWS.  
LONDON, July 12th.  
Sir Edward Grey's speech has produced an entirely favourable impression in Berlin. It is pointed out in official circles that the assurance that there is no single question between the two countries and that their relations are excellent coincides with the German view, which fully recognises that the friendship of France and Russia is the starting point of British policy. There is no disposition on the part of Germany to object to Basra as the terminus of the Baghdad railway.

## SHAKESPEARE MEMORIAL THEATRE FUND.

REVIVAL OF THE TOURNEY.  
LONDON, July 12th.  
A brilliant revival of the Elizabethan tourney was witnessed at Earl's Court last night in support of the Shakespeare Memorial Theatre Fund, in which all Society is participating. Lord Londale was Knight Martial, and Viscountess Carzon was the Queen of Beauty. Baron Ashby St. Ledgers and the Duke of Marlborough were the finalists in the tilting.

## CROP PROSPECTS IN INDIA.

LONDON, July 12th.  
A Simla telegram reports that abundant rain has fallen over nearly the whole of Northern India and has relieved the acute anxiety which has been felt regarding the crops.

## THE IMPERIAL DEFENCE COMMITTEE.

LONDON, July 12th.  
Mr. Asquith presided over a meeting of the Imperial Defence Committee, at which Mr. Borden (Prime Minister of Canada), four members of his Cabinet, Lord Haldane, Mr. Lloyd George, Mr. Winston Churchill, and other Ministers and Naval and Military members attended.

## THE OLYMPIC GAMES.

LONDON, July 12th.  
The result of the 200 metres race was: Craig, 1; Lippincott, 2; Applegarth, 3. All are British. Time 21.7-10.  
In the final of the 10,000 metres walk, Goulding, Canada, won, his time being 46mins. 28.4-10secs. Webb (Great Britain) was second, 46mins. 50.4-10secs.; Altsment (Italy) third, 47mins. 37.6-10secs.

## SHOOTING AT BISLEY.

LONDON, July 12th.  
The result of the shooting at Bisley for the Mackinnon Cup was as follows:—  
England ..... 1,593  
Scotland ..... 1,556  
South Africa ..... 1,541  
Ireland ..... 1,541  
Canada ..... 1,535  
India ..... 1,498  
Guernsey ..... 1,485  
In the Schools Competition Rugby won the Ashburn Shield.

## ANGLO-FRENCH TENNIS.

LONDON, July 12th.  
In the Anglo-French preliminary play for the Davis Cup, played at Folkestone, Dixon beat De Cugis, 6-3, 6-2, 6-4; Gobert beat Gore 6-4, 4-6, 6-3, 6-2.

[THROUGH REUTER'S AGENCY.]

## P. AND O. "PERSIA" ASHORE.

LONDON, July 12th.  
The P. and O. steamer *Persia* went ashore at eleven o'clock yesterday morning twenty miles from Marseilles. The passengers were taken off and tugs were dispatched to the steamer's assistance. She is making no water and is in no danger. The salvage steamers are lightening her before making an attempt to tow her off.

## THE PANAMA CANAL.

A PROTEST FROM GREAT BRITAIN.  
LONDON, July 12th.  
A message from Washington states that Mr. Secretary Knox has received a formal Note from Great Britain on the subject of the proposed free passage of American ships through the Panama Canal. It is believed that it required Congress to defer action on the Bill pending the arrival of a detailed protest by mail.

## THE TOUR OF THE KING &amp; QUEEN IN YORKSHIRE.

LONDON, July 12th.  
Their Majesties the King and Queen have concluded their tour of the coal fields and industries of Yorkshire by inspecting the mills in the Colne Valley.  
After a torchlight procession organised by the miners with singing by a choir at Wentworth His Majesty addressed the crowd, expressing the pleasure it had given the Queen and himself to visit the homes of the miners and to see them at their daily work. The terrible disaster at Donaby colliery had cast a shadow over their visit, and the Queen and himself felt deeply with the mourners.

## THE NEW JAPANESE AMBASSADOR TO PARIS.

LONDON, July 12th.  
President Fallieres has received the new Japanese Ambassador to Paris, who presented his credentials, and cordial speeches were exchanged.

## PANAMA CANAL AND YELLOW FEVER.

PRECAUTIONS AGAINST ITS INTRODUCTION IN ASIA.  
Fully alive to the danger of the introduction of yellow fever when the Panama Canal is open, the Government of India, says the *Calcutta Englishman*, are taking steps to deal with a difficult and, perhaps, a dangerous thing. Major James, I.M.S., who was formerly acting Sanitary Commissioner with the Government of India, is at present visiting all the haunts of yellow fever in South America and he will present an exhaustive report on the subject. It is not likely that any regulations for India will be framed until Major James' return. Although the disease is unknown to India, the mosquito which causes it is very common, so that its introduction would be a serious matter. The long voyage across the ocean is some measure of protection, though infected mosquitoes could live in the ship the whole way. But the danger is that the disease will spread gradually over the East and come to India by way of China and the Straits. Pusa, we note, intends to train medical officers from the various parts in order that they might fully understand the ways of the yellow fever mosquito which have long been under observation by the Imperial Entomologist.  
[This is a matter which should not be overlooked by the Health Authorities in Hongkong.—Ed.]

## "WHITAKER."

The name Whitaker has become world famous, ever since Joseph Whitaker, F.S.A., published his first Almanack in 1868, and the name is now known wherever English is spoken. The work sells in every part of the civilized globe. Let a discussion arise between disputants, and as a matter of course the final arbitration will be left to "Whitaker." Like numerous other English concerns, the Whitakers have only recently realised the importance of accommodating their wares to the needs of the market outside the British Isles. Their Almanack has sold here for years, but it was a purely British edition, with a quantity of detail possessing little interest to anyone outside the United Kingdom. The year 1912 has witnessed a revolution.  
The Whitakers have now in preparation an absolutely world-wide edition of their famous work, which they have called "The International Whitaker." The plan upon which it is constructed has been submitted to us, and its claim to be universal is based upon very sure foundations. It opens with the Universe and proceeds with the Earth, which is treated in all its quarters. Each Nation is dealt with on uniform lines, and a mass of information, with exhaustive details, is now provided in an extraordinarily handy and convenient form. It is the book for this country. It is the book for every country.



## SUPREME COURT.

Friday, July 12th.

IN SUMMARY JURISDICTION.

BROOME MR. H. H. J. GOMPERTZ  
(P. 1232 JUDGE).

ACTION AGAINST A SOLICITOR.

An action in which Emma S. Hamilton sued H. W. Looker for \$1,000 was mentioned.

Mr. Looker—U appear for the defendant. Will your Lordship fix it for Wednesday?

Mr. Harris, who appeared for the plaintiff, said he would like the case adjourned and asked his Lordship to order a statement of defence by the defendant. If his Lordship would look at the statement of claim he would see that he had endorsed a very full statement of claim.

His Lordship—Yes.  
Mr. Looker said he was anxious that the case should be got over as soon as possible, and he was quite willing to give his friend all such particulars as would appear in a statement of defence.

Mr. Harris replied that that was all he wanted. He did not wish to delay the case, but he would have to take his client's instructions as to whether he would have a jury. He wanted to see what particulars the defendant was alleging.

His Lordship asked Mr. Looker when he could let Mr. Harris have this statement.

Mr. Looker replied that he could furnish them on Monday morning.

His Lordship said he would fix Monday week for the hearing.

Mr. Looker pressed for an earlier date. The plaintiff had had three weeks in which to make up her mind, and she had not made a decision until last Monday. He did not think there was any sound reason for adjournment.

Mr. Harris referred to letters which had passed between the parties as giving a reason for adjournment. He had seen the correspondence, but he was not going to say what was in them.

Mr. Looker said that the plaintiff had been in a position to bring the action last week.

Mr. Harris said he would rather have the case adjourned, and asked his Lordship to reserve a day. He would have to apply for a jury. He wanted to understand that Mr. Looker would not go into matters at the trial outside the pleadings.

Mr. Looker said there need be no fear on that point.

The hearing was fixed for Monday week.

## 1,800 FEET LINERS OF THE FUTURE.

AN EXPERT'S FORECAST OF 1970.

Notwithstanding the loss of the largest liner that has ever sailed the seas, bigger vessels are being built, and the problem of size will in the future as in the past continue to engage the attention of naval architects, shipowners, and dock authorities.

According to Mr. J. Foster King, Chief Surveyor to the British Corporation for the Registry of Shipping, and a member of the recently-appointed Committee on Bulkheads, increases are encouraged by the fact that the mammoth boat is the least likely to suffer from the destructive powers of the sea, while the economies of commerce will always lead steamship companies to order the largest ships which are justified by their interpretation of trade conditions, though the restricted area of available dry docks and the draughts of water at the entrances to ports retard progress.

In Mr. Foster King's opinion, the main line of development in draught has followed that of the Suez Canal, so that its future has an important bearing on the general question.

In this connection, however, it is of some significance that the waterway is to be deepened and widened so as to enable it to compete on more equal terms with Panama.

So far as the future is concerned, Mr. Foster King says an extension of the line of past development indicates that sixty years hence vessels of 800ft. by 112ft. will be the largest built for service on the great passenger routes to India, South Africa, and Australia, as compared with the probable 1,100ft. by 125ft., and the possible 1,800ft. by 220ft. of the biggest Atlantic ship.

All ocean boats, whether passenger, cargo, or both, with the exception of the very large transatlantic liners, will be 50 per cent. longer and 60 per cent. broader in 1970 than they are to-day.

It, therefore, seems probable that those responsible for maritime canals and harbours will have to face the problem of continuous expansion.

At present the only dry dock available for a liner of the Olympic's size, 852ft. 5in. long and 92ft. 5in. wide, is at Belfast, though very soon accommodation will be provided at Southampton, on the Clyde, and on the Mersey.

Of dry docks abroad there are only three which could take in a ship of the Lusitania class, 702ft. 3in. by 85ft., namely, the Government dock at Gibraltar, the French Government dock at Brest, and the United States Government dock at Bremerton, on the Pacific coast.

Germany's biggest dock is the Kaiser Dry Dock at Bremerhaven, with an extreme length of 754ft. 6in. and a width of 85ft. 3in. How the new Hamburg-American liner *Imperator* of 811ft. by 96ft., is to be repaired in the event of accident is a mystery, unless she proceeds or is towed to the North of Ireland.

On the Atlantic side of the United States a graving dock, 725ft. long and 110ft. wide, has just been completed at Brooklyn, while there is one 600ft. long and 80ft. wide at Newport News; but it is in Canadian territory that the problem is being faced most resolutely, for Quebec and Sydney, Cape Breton, provide facilities for the repair of the over-haul of vessels over 1,000ft. long and 110ft. broad, while at Esquimaux, British Columbia, a graving dock is to be constructed with a length of 800ft. and a width of 120ft.

## SHIPPING NOTES.

The Danish str. *Siam* (3,875 tons gross) has been sold to a Japanese firm for about £25,000. She is a steel spar-deck steamer, was built at Flensburg in 1899, and is owned by the East Asiatic S.S. Co., of Copenhagen.

A twin-screw steamer of the intermediate class for the P. & O. Company has recently been launched at Greenock. The vessel, which was named *Nankin*, has accommodation for first and second-class passengers and will have the usual outfit of cargo gear. The *Nankin* is classed 100 A1 at Lloyd's. She is of 7,000 tons gross, her dimensions being: Length, 468ft.; breadth, 52ft.; and depth, 34ft. 6in.

The passengers on board the P.M.S. *Siberia*, which arrived at Shanghai from Hongkong last Saturday morning, had some excitement at 2 p.m. on Friday, the *N.C. Daily News* says. The vessel at the time was steaming along in a dense fog, in the neighbourhood of Heachou Island, when the lookout man gave the warning of "rocks ahead." The vessel was immediately put full speed astern and, after a while, a large, isolated rock was safely passed at a very little distance off, much to the relief of all on board.

The Glen Line steamer *Glenroy* (Captain Holman) which went ashore on Iki Shima, about 60 miles W.S.W. of Moji on July 3rd, while on her way from Nagasaki to Moji, carried a general cargo, among which is a quantity of iron and 6,000 packages of explosives. She was holed forward of the cross bunker, there being 13 feet of water in the No. 1 hold and 18 feet in the No. 2. The boiler and engine-rooms remained intact and, with the aid of the salvage steamer *Oura Maru*, the vessel was successfully refloated on July 4th and anchored off the reef. She was reported to be four feet by the head. She made for Nagasaki.

A description of the new palatial "Empress" boats now building for the Pacific trade—the *Empress of Russia* and the *Empress of Asia*—is given in a recent Vancouver paper, which says:—These Vancouver paper, which says:—These new steamships are now being built in England, and they will be the largest and speediest boats operating on the Pacific Ocean. They will be 370 feet long, 65 feet beam, and will have a gross tonnage of 16,000 tons. Speeding across the Pacific Ocean at a speed of twenty knots an hour, the new boats will be able to cut down the time required for the voyage from Victoria to the Orient to ten days. Each of the new steamships will have accommodation for over 1,200 passengers, and will cost \$2,500,000 (gold) each. They will be the first merchant steamships to be built with cruiser sterns. The interiors of the ships will be models of steamship elegance. With the spacious social rooms and deck promenades provided there will be no crowding. The cabins and suites will be unusually large, and amongst the new features, instead of the ordinary berths in the cabins, there will be beds of brass or wood. There will be writing-rooms, a music-room, library, café, a reception room, a gymnasium, and a big beautiful dining room which will accommodate all the passengers at one sitting. The vessels will be equipped with every known device for safe navigation, including wireless telegraphy and submarine signal system, and will be driven by turbine engines of 17,000 horse-power. The advent of these ships to the Pacific will add greatly to the pleasure of a trip to Japan and China.

## U.S. CRUISER "CINCINNATI" AGROUND.

SEARCHING FOR A SITE FOR A WIRELESS STATION.

Information was received in Manila yesterday, says the *Manila Times* of Monday last, that the 3rd class cruiser *Cincinnati* ran on to a reef in Olongapo harbour at 3.30 on Saturday morning. Inquiry developed the fact that the boat was steaming into port in the early morning, but a heavy fog came down from the hills and it was impossible to pick up the buoys and beacon lights although the searchlights were played constantly. When about midway between Grand Island and Olongapo she struck with full force upon a reef, raising the bow eight feet above the water line and about 10 o'clock the foremast was hoisted and the tugboats in the foreground the tug was able to pull her off. The extent of the damage, if any, is not known as yet, though examination is being made, and she may have to stay some little time in dry dock.

The *Cincinnati* was preparing for a cruise of the islands in search of a high power wireless station for the Navy. Commander Robinson of the *Cincinnati* is one of the wireless experts of the Navy and the department desires his judgment and counsel before a final decision as to what is to be done here is made. He has specialized in wireless since it was adopted by the department, and will make an extended report on the practical side of the local problem. He will visit many points going into the question of land-obstruction, local static conditions and everything connected with practical communication.

The provision for the wireless station, whose site the *Cincinnati* is to seek, is contained in the naval appropriation bill. It is a legislative sanction of Secretary Meyer's plan to girdle the world with high power wireless, the stations to be located on the Canal zone, the California coast, Hawaii, American Samoa, Guam and the Philippines.

On the *Cincinnati*'s trip will depend whether Cavite is made the high power wireless station. Cavite is known to be superior to Olongapo, but Commander Robinson will make a search to discover some site whose static conditions may prove superior to those of Cavite.

## HONGKONG SHARE MARKET.

Messrs. Vernon and Smyth in their weekly share report dated July 12th state:—

The local market closes with more activity than in the earlier part of the week under review, and rates generally are firmer all round. "Rubbers" continue steady at about last week's rates, with a tendency, in the case of the best stocks, to advance. Fine Hard Para Rubber has improved to 4/8½ per lb. buyers. Discount rates close at 3 per cent. for both Bank of England and the open market rate, and Bar Silver at 27 15/16d. per oz. ready, 28 1/16d. forward. Sterling Exchange at 1/11 13/16d. and Shanghai T.T. at 73.

BANKS.—Hongkong and Shanghai have been booked at \$825 down to \$820 closing with buyers at \$822½. The London quotation is wired privately to-day at 233 10s. 0d.

MARINE INSURANCES.—Canton's after sales in the earlier part of the week at \$225 have advanced rapidly under an unsatisfied demand to \$235 at which sales are reported with further buyers. Unions are quiet at \$600 with buyers at slightly under the rate. Other stocks in this section are unchanged and without local business.

FIRE INSURANCES.—Hongkong have been booked at \$350 and close firm. China are wanted at \$132 after sales, but few shares are available.

SHIPPING.—Hongkong, Canton and Macao are enquired for at the improved rate of \$27. India-China are quiet at \$68 (London 140/- middle price) and Douglases at \$27. China and Manilla are wanted at \$91 and Star Ferries at \$37 and \$29 for the old and new respectively. Shell Transports after fairly extensive sales have declined to 103/- middle price, with London a buyer at 101/6 and seller at 104/6.

REFINERIES.—China Sugars after sales at \$109 and \$109 close with buyers at the latter rate. Luzons close with a nominal quotation of \$32.

MINING.—Tronohs are firmer with a middle quotation of 72/6 and no seller on London terms under 74/-. Heawoods are weaker with sales and sellers at 4/- Raubs have again been dealt in at \$91 and more shares are wanted. Chinese Engineering are firmer with a middle quotation of 35/- and no seller on London terms under 37/-.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa Docks are wanted at \$48. Kowloon Wharves after sales at \$60 have improved to \$61 buyers. New Army Docks are quiet at \$91, Shanghai Docks at \$14. 48, and Shanghai and Hongkong Wharves at \$13. 9s.

LANDS, HOTELS AND BUILDINGS.—Hongkong Lands are firmer with buyers at \$105½ and no sellers. Kowloon Lands continue in request at \$34. West Point at the improved rate of \$66½, but again no sales are reported. Hongkong Hotels have buyers at \$112 and \$75 for the old and new respectively. There are sales of Humphreys Estates at \$8, but at \$7.55 there are buyers.

COTTON MILLS.—Ewos have improved in the North to \$11. Locally Hongkong have again been booked at \$8 and more shares are probably available.

MISCELLANEOUS.—China Borneos are wanted at \$8 with sellers holding for \$8½. There are buyers of China Products at \$8. Dairy Farms at \$22. Cements at \$41, Union Water Boats at \$9 and Powells at \$7. Ices are obtainable at \$210, China Lights at \$21, Watsons at \$9, and Steam Fisheries at \$4.

MEMOS.—The Directors of the Hongkong and Shanghai Banking Corporation announce that, subject to audit, they will recommend at the forthcoming half-yearly meeting a dividend of £2 per share; add to Silver Reserve Fund \$250,000; Write off Bank premises \$250,000, and carry forward about 19½ lacs.—Star Ferry Co., Ltd., Extraordinary General Meeting on the 24th inst., to consider proposals for an increase of capital to \$300,000.—Hongkong Land Investment and Agency Co., Ltd., announce an interim dividend of \$31 per share, and the West Point Building Co., Ltd., an interim dividend of \$2 per share, both payable on the 29th inst. The Indo-China Steam Navigation Co., Ltd., will pay a dividend of 6 per cent. to holders of preferred ordinary shares for the year 1910, leaving ordinary shares at the Annual General Meeting which will be held in London on the 18th inst. The Directors will recommend that £10,000 be transferred from underwriting account, which will then stand at £24,765, and that £1,500 be written off the expenses of the Debenture issue, leaving a dividend, of £7,530 to be carried forward to new account.

LONDON QUOTATIONS.—The following quotations—middle price—were received from London by wire to-day:  
Ladburies ..... 53/6  
Linggis ..... 27/6  
United Serdangs ..... 101/3  
Sapongs ..... 23/6  
London Asiatics ..... 9/9  
E. & I. Trusts ..... 18/-  
Rubber Trusts ..... 7/9 premium.  
Tronohs ..... 72/6  
Hongkong Electric Trams ..... 4/3  
Shell Transports ..... 103/-  
Chinese Engineering ..... 35/-  
Indo-Chinas ..... 140/-

At the Magistracy yesterday a Chinese contractor from Yammati was fined \$100 for blasting without taking proper precautions. It was stated that some of the stones were thrown into the public square in front of the Police Station. This place is usually crowded with Chinese, but a few minutes before a heavy shower of rain had driven all the people to seek shelter, otherwise there might have been several lives lost by the falling stones.

## "PIDGIN" OR PURE ENGLISH.

This question is still the subject of correspondence in the *N.C. Daily News*. The following excerpts from the correspondence will doubtless interest most readers:—

"A victim of the Pidgin" writes:—"I do not know whether, as the old resident says, Canton is the birth-place of the 'pidgin,' but from a nine years' experience in China, Shanghai seems to me the Academy of that abominable dialect."

"Tah Doe" writes:—"To-day my have leedee into you velly goodde papah, one piece man talkee he have stop China side being yeah, he no savee talkee Pidgin Engleese. My plenty larfu. What for he no can makee larn? B'long velly easy. My have larn insie sickus moon. 'Spose you wanthee my talkee also-same one piecee typan! Ah yahl! My no can do, my b'long too muchee olo, my no can go schooloo gain."

No, my talkee you tu-loo. Pidgin Engleese, he nevah can makee die! My chin chin you putee die smallo chit-in-sio you number one papah. My b'long you olo fleeg."

A reply to this by a "Sinologue" says:—"Tah-Doe's" "pidgin" English is somewhat far-fetched. That is the worst point about the "pidgin" English spoken by most foreigners. Like those writers who introduce fanciful Chinese characters into their tales, they imagine that "pidgin" English consists in the complete interchange of certain consonants, e.g., of every *r* for an *l*, and, if possible, every *l* for an *r*, the addition of the vowels *e* wherever and whenever possible and other absurd and unlikely distortions and substitutions.

"Pidgin" English, as it is spoken by the Chinese of average culture, has all the erratic charm and pleasant simplicity that combine Eastern thought and Western expression. But the "pidgin" English that is propounded and utilized by those persons whose imagination is more fertile than accurate is a nauseous jargon which, if at all, is attributable only to the "coolie" classes and should be discouraged from use as a ridiculous, unwholesome and cacophonous method of intercourse between Chinese and foreigners.

Another correspondent writes:—"As a humble student of things linguistic I claim some knowledge of that peculiarly fascinating lingo called pidgin-English, and although I am in thorough accord with the idea of cultivating the King's English in our intercourse with our Chinese friends, a great many of whom possess a wonderfully correct knowledge of the pure language, I foresee the difficulty, if not the impossibility, of abolishing the hybrid language of which we have heard so much of late. Besides, when spoken by a master it has a peculiar charm of poesy and fancy, to a degree incomparable with any other language with which I am acquainted. It is for the sake of that phase of its nature that I would like to put in a plea for its preservation—not as a legitimate means of communication between two persons neither of whom require its help, but for the same reason that we preserve the ashes of a dear departed friend in an urn on our bookshelf, and take him down occasionally and fondle him."

We know, of course, the origin and development of pidgin-English, but considering the purposes it has served, and still serves; the ease with which natives of this country and non-Britishers acquire a mastery of it; the fascinating, child-like nature of its charming simplicity, and the romance and poetry surrounding its etymology I refuse to believe that its death is possible. And I hope it will survive—not, as I said before, as a substitute for the pure article when that is procurable, but as a legitimate means of communication between two parties who have neither the leisure nor the opportunity to acquire the genuine tongue. Frenchmen will forgive me for making the true statement that they are the worst linguists in the world, and yet I have known a Frenchman who was the most proficient pidgin-English linguist I have ever heard of. His fluency and accuracy of diction was astonishing, and his vocabulary was perfect. But he could not construct a sentence of ten words of King's English without sinning against every rule of syntax. If you compel such a man (and there are a good many like him) to adopt the pure language he will never be able to communicate rationally with the natives—not even with his cordial British friends across the Yangkingpang.

For myself, I have often laboured under similar difficulties and have had reluctantly to take refuge in the ever handy pidgin. The other day I was handily pidgin. In the company of a slowly meandering in a sacred garden. With Chinese friend and solemn exterior set faces, slow gait and solemn exterior we wended our way among the rows of the departed. We read the inscriptions on the tombstones and I translated as well as I could. Presently our attention was arrested by an unusual inscription. "What thing?" My friend looked at me inquiringly. "B'long allee same Mandan talkee. Too muchee topside galoo no can savee," I explained. But my friend was not satisfied. He insisted upon a proper translation, and I had to try. The inscription read (in German) "Here lies ..... etc."

Overmastered by vermin, I asked. "So what thing?" I said. "He b'long allee fashion talkee," I said. "He b'long allee same one piecee nambah one smallum same one piecee nambah one more man, but he b'long got nudder man more smallum. He b'long got-down man helpes man. He allee same go-down man helpes man. He b'long nudder man no makee stealum look-see nudder man no makee stealum them talleytalks." "Savee," my friend curtly replied.

The speed trials of the new Japanese battleship *Settsu*, which has been constructed in Japan, were undergone on the Inland Sea. The battleship, which has a tonnage of 30,000 tons, developed a speed of 21 knots, which is one knot greater than her contract speed.

## GERMAN POLICY AND PRUDENCE.

THE EMPEROR ON THE FLAG.

BERLIN, June 19th.  
According to annual custom, the Emperor William, on his way to Kiel, where he arrived to-day for the regatta, attended the North German Yacht Club's regatta on the Lower Elbe and delivered a speech at a banquet. The dinner was held last night on board the Hamburg-American liner *Victoria Luise*. As usual, the Emperor's health was proposed by the Burgomaster of Hamburg, Dr. Burckhard. He spoke of the Emperor's interest in yachting and alluded as follows to the Emperor's choice of the name *Imperator* for the newest Hamburg-American liner:—"Your Majesty is not just desirous to be an Emperor in the sense of the maxim *Divide et impera*, but in the sense of a vigorous welding together of the rich and manifold forces of the German people into a *Deutschum* which proudly claims the place for which it knows itself fit and of its own right decides its own destinies, while at the same time desiring to live in peace and friendship with other nations in full recognition of their equality and right to decide their own destinies. We demand for ourselves, just as we deny to no other Power, freedom of competition on land, on the water, and in the air. *Suum cuique!* So with your Majesty thinks the German people, and not least the citizens of the Hansa towns which, when they were still free cities of the [Holy Roman] Empire, were over loyal to the Emperor."

The speaker remarked that in the 16th century the Dutch called the German leaders "Sea Germans," as distinguished from "High Germans." To-day they were all in a certain sense "Sea Germans," for they all had their joy in the sea and in the navy and in Germany's colonial possessions.

In his reply the Emperor warmly thanked the Burgomaster for his speech "flaming with patriotism," which, he was sure, had carried them all away. His Majesty proceeded:—

We have seen from your sketch how throughout the centuries the history of our Empire and people, although in the main a Continental Empire and people, has yet ever been connected with the sea and the water and has more or less been influenced thereby. As you pointed out, all that was lacking was the union of the national forces. That fine and interesting and for a time powerful growth, the Hansa, was doomed to pass away because it lacked the backing of Imperial power. Through the creation of the Empire under my grandfather all that has changed and the German trader can now go quietly along his way not under a foreign flag, but under his own flag, and he can strain all his abilities to the full and be sure that where it is necessary the protection of the Empire is at his back. That is possible only when all our forces are gathered together under our German flag.

But, as you all know, gentlemen, the flag must fly in honour. Its sheet must not heedlessly be unfolded to the winds. It must not heedlessly be planted where one is not sure of being able to defend it. You will understand why I have practised reserve in regard to the spreading of the German flag where, perhaps, it was wished and desired by many a one. I have let myself be guided by an old Hanseatic principle which is inscribed in bold letters on the Rathaus at Lübeck:—"It is easy to fasten the flag to the mast, but it costs much to haul it down again, with honour." I think, gentlemen, that I can well claim that hitherto throughout my reign nobody has come too near to the honour of our flag. And for this I can pledge myself, for this I can stand—that wherever you go forward my flag will follow you. (Gries of "Bravo!") So it is in great things and in small. Every man hoists his flag in the morning and hopes for victory. Not every man succeeds. We rejoice, however, that this flag regatta day has brought together not only German craft, but many vessels of a related and friendly people and made the regatta a picture of many colours. From my whole heart I express here my hope that sailing and water sport may thrive and prosper on the Elbe and on the Baltic, in inland waters and on the sea.

The Emperor concluded by drinking to the prosperity of Hamburg and all the assembled yachtsmen.

Such Press comment as has yet appeared is cautious and superficial, and neither the Radical nor the Conservative Press seems to know quite what to make of the Emperor's skilful and delicate allusion to the demands last year for a German rearmament of Morocco. On the whole it is hardly likely that there will be a revival of controversy about the Agadir policy and such part as the Emperor had in it, and it may be recognized that after 12 months of patience his Majesty is amply entitled to this gentle, but unmistakable thrust. For the rest, the Emperor's speech seems to exhibit good spirits and contentment, as well as confidence in the prospects of the German flag, but to be of no immediate political importance.—*Times*.

## A ROW ACROSS THE ENGLISH CHANNEL.

Mr. Holden Phillips, a member of the Dover Rowing Club, rowed last month from Dover to Calais. The voyage was carried out in one of the Rowing Club's 18ft. skiffs, and Mr. Phillips took no compass and no food or drink. He started at 11 a.m. When he had been rowing two hours and was about seven miles from land, he pulled alongside a pilot cutter, as he was very thirsty, and was given a bottle of beer.

From 1 to 4 o'clock he could get no idea of what course he was making on account of the haze, but soon after 4 o'clock the sun broke through, and he was able to make out the Channel Tunnel works at Sangatte. He dropped asleep soon after this, and it was 6 o'clock when he awoke, to find himself a few miles off Calais. He pulled hard for the harbour, and passed between the piers at 7 o'clock.

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Glasgow, 8th March, 1911.

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## SCIENTIFIC MISCELLANY.

**AERONAUTICS AS A SCIENCE.**

Though aviation is a mere sport in America, Prof. A. Lawrence Rotch, of the Blue Hill Observatory, points out that the foreign aerodynamical laboratories have elevated aeronautics into the domain of engineering. The first of these laboratories was organized by Capt. Charles Renard near Paris about 1884, and its investigations on light motors and air resistance were followed by the first successful dirigible balloon. Experiments on the resistance of the air to falling bodies were made at the Eiffel Tower from 1903 to 1906. A new French establishment is the Aerotechnical Institute of the University of Paris, designed to study all theoretical and practical problems of aeronautics, and to make tests of aeroplanes. In Russia, a similar institute has existed in connection with the University of Moscow since 1904. In Germany, an important aerodynamical laboratory was established at Gottingen in 1908, and in connection with it the University of Gottingen has the best-known course in aeronautics. Italy has a laboratory for military aeronauts. In England, the National Physical Laboratory at Bushy Park now has an aerodynamical department, and its experimental apparatus includes a wind-tunnel, a whirling-table, two wind towers, a motor-plant, and testing equipment for balloon fabrics and light alloys. In the United States, since the brilliant researches of Langley, Zahn and Nipher, aeronautics has been neglected as a science.

**AFRICA'S FLY-PROBLEM.**

In a search for breeding places of the tsetse fly, the much dreaded African pest, R. W. Jack has found pupae in the soil under exposed tree-roots and in hollows of the trunks, but not in such apparently favourable places as leaf-covered humus under bushes. He concludes that the flies do not lay in spots exposed to the scratchings of game-birds. This has suggested that fowls and other scratching birds be introduced into forests where the flies exist, especially near villages.

**NEW PLANT-OILS.**

Black sage, wild sage and swamp bay are three wild plants from which the United States Bureau of Plant Industry has distilled aromatic oils that may prove of considerable importance.

**RADIUM INHALATION.**

The radium cure of rheumatism and gout, as applied by Dr. Gudzent at Berlin in experiments in about 400 cases, consists in inhalation in a closed room for two hours a day, with injections of soluble radium salts near the affected joint, and a continuance of such old applications as superheated air, electric lights, and brine baths. An important part of the treatment seems to be complete rest in bed. Massage is not overlooked, but it is postponed until pains and swellings have subsided. For providing the emanation to be inhaled, a simple apparatus is used that is said to be already well-known in Germany. It is called the "völlinhaltorium," and is an upright tube three or four feet high through which special oxygenized air-currents are forced up from the bottom, where the radium is placed. The air from the tube supplies the room used for the inhalation.

**A NEW ELECTRICAL FIELD.**

The new method of generating electricity brought to notice by Drs. Harker and Kaye is a notable scientific achievement, although it is not yet of practical value. In the experiments described to the London Royal Society, two insulated carbon rods were inserted into a carbon tube resistance furnace of high temperature, and on displacing one of the rods to a hotter or colder part of the furnace, a reversible transient current was produced. The direction of the current was from the cold to the heated rod. A continuous current was produced by keeping up a large temperature difference, and by cooling one rod with water a current of a tenth of an ampere was kept up more than an hour, lighting small glow lamps. An alternating current—reaching two amperes or more—was produced by moving the rods by clockwork.

**SEWAGE MISAPPLIED.**

It appears that sewage for fertilization is usually applied in great excess. An investigation by Muntz and Massie in Paris has shown that a permanent meadow yielding 43 tons of hay per acre requires 120,000 cubic feet of sewage for phosphoric acid and 150,000 for potash; and that by irrigating with 150,000 to 175,000 cubic feet, given in eight or ten instalments during the growing season, the crops have sufficient for both water and nutritive material. Some land receives ten times this quantity.

**A NOVEL THEORY.**

The name of "ergar" has been given to a supposed allotropic form of the atmosphere. During a sojourn in India, E. H. Hankin, an English investigator, made extended observations on vultures and other large birds, and satisfied himself that soaring is still as much a mystery as ever, no explanation yet made being sufficient. A curious discovery was that birds were unable to soar when the

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sky was densely overcast. He has been led to the conclusion that the sunlight stores up in the air some form of potential energy that the motion of the birds' wings liberates as kinetic energy, and it is this energized state that constitutes the modification of the air. Some form of molecular bombardment or minute explosion is the conception of what takes place in the sunlight-charged atmosphere. If justified, the theory is interesting, but just how much of the influence on bird flight might be due to variations of atmospheric density, as shown by the barometer, is not clear.

**AN IMPROVED SEPARATOR.**

A new process of separating and grading solid particles suspended in liquids was described by W. E. Gee at a recent meeting of the London Society of Arts. The liquid is passed through a rapidly rotating drum, causing the solids to be deposited by centrifugal force on the removable lining of the drum, while the liquid passes away clear. By sending a current of water through the rotating drum the deposits are made in graded order, the coarsest or heaviest being left nearest the inlet and the lightest being carried farthest towards the outlet, with intermediate grades in regular order between them.

**THE DOCTOR'S HANDY AUTO.**

An important future claim of the storage battery automobile may be its adaptability as a portable emergency power and lighting station. Finding the homes of their patients sometimes poorly lighted for medical examinations, two ingenious Indiana physicians have provided a simple attachment for their electric vehicles, and by this means they quickly obtain light concentrated just where it is needed. A small insulated conducting cable is run through a door or window from the batteries to the patient's room. The physician carries a lamp and shade around his neck, and a hand lamp is also part of the equipment.

### DISCIPLINE IN THE BRITISH NAVY.

CHANGES THAT WILL BE WELCOMED.

Although the Report of the Brook Committee, appointed some three months since to inquire into questions of naval discipline and punishment, is not yet published, the three chief recommendations, which will be hailed with acclamation by every man in the Navy, are now known.

First and foremost among these recommendations is that in future no naval petty officer should be disgraced without trial by court-martial. Hitherto disgracing has been a summary punishment in the power of the captain of a ship, and the result has been that a petty officer might be disgraced by one captain for an offence which in the eyes of all, captain would not be an offence at all. This reform will tend to standardise offences, and so do away with a deal of what has been real injustice. The court recommended is one composed of the ship's officers; these courts will try minor offences; grave offences will be referred to a general court-martial. The Navy is, in fact, about to adopt the same system that has for so long been in vogue in the Army. I.O.A. is also to go.

This punishment has been responsible for the manufacture of a fair proportion of the Navy's "bad characters." The most irritating features of this punishment were that men undergoing it had to take their meals under a sentry's charge, and not in their messes, also to stand on the upper deck facing paint-stand for two hours each night—eight to ten; outside this their greg was stopped, while every minute of spare time was occupied in unpleasant jobs under the supervision of the ship's police.

**LEAVE BREAKING.**

The bulk of I.O.A. "crime" was peculiar to individual ships, different officers having different ideas of what constituted an offence; in future petty offences will be punished with extra work only, and a much stricter supervision will be kept over what constitutes an offence, so that an enormous diminution in petty crime should follow this very sensible recommendation.

appear heavier. These will be fines, graduated according to the length of the leave a man has overstayed. The fines, except in extreme cases and continual lapses, will purge the offenders, and men will be free to go on leave again.

Under present conditions leave-breaking carries with it fines, stoppage of leave, reduction in class of leave, I.O.A., cells, imprisonment, and reduction to the second class for conduct. Long experience has proved that the longer a man is kept on board under stoppage of leave (a limited leave man is only allowed on shore once every three months), the more likely is he to break out when he goes on shore, and so the system has manufactured leave-breaking instead of suppressing it.

Altogether the recommendations are admirable, but their full result will not be seen until the Punishment Returns are published after a clear twelve months' working; they should, however, do away at once with a great deal of the prevailing discontent.—Lionel Vexley in the *Pall Mall Gazette*.

### NO INDIGESTION, NO ANÆMIA, NOW!

A WOMAN'S PLAIN STORY OF HOW SHE SUFFERED AND HOW SHE WAS CURED.

GOOD DIGESTION AND GOOD BLOOD, AFTER USING MOTHER SEIGEL'S SYRUP.

"I cannot describe the agony I suffered during the eighteen months that I was a victim of Indigestion and Anæmia. The Indigestion seemed to affect me quite suddenly, without any apparent cause. That is the way Mrs. G. de Friedland, of 94, President Street, Germiston, Transvaal, began her letter of November 8th, 1911.

We tell her and we tell you, now, that her Indigestion was caused by a weak and disordered state of her stomach. Her food did not digest properly. As a result it did not only cause her "seagay," but it failed to nourish and actually weakened her. Next the Anæmia appeared, because the undigested food clogged her system and poisoned her blood; her blood became dull and weary.

Going on with her letter, she says: "The slightest exertion quite knocked me up and I became weak and depressed. All kinds of dieting failed to increase my vitality, as I was unable to digest my food, however light, and I had fits of vomiting, which gave me severe bilious headaches. To add to my sufferings, I became very constipated, and no medicines that I took, though they were many, helped me."

If Mrs. de Friedland had tried Mother Seigel's Syrup at the beginning of her troubles she would have found not only immediate relief but a permanent cure. The medicinal extracts of herbs it contains—more than a dozen of them carefully combined—are especially prepared to relieve and cure Indigestion, Constipation, Anæmia, and all ailments due to disorder of the stomach and bowels.

**A LUCKY LAST RESOURCE.**

But, she adds: "I came across an advertisement of Mother Seigel's Syrup and as a last resource bought a bottle. My experience with that was so encouraging and the relief it gave me so great, that I continued with it, and after the third bottle my system was so toned up and invigorated that all kinds of food were now easy of digestion. My blood was thoroughly purified, all traces of Anæmia disappeared, my bowels were restored to their natural functions."

Mrs. de Friedland tells you her own actual experience. Why should you not profit by her experience—from the story of her sufferings and her happy cure? Don't blunder about, trying one thing or another when you are ill, but try the standard medicine that cures her—Mother Seigel's Syrup—and which has cured people all round the world for forty years past.

A single other fact she states: "Since then I am in the habit of keeping a bottle of Mother Seigel's Syrup in the house for occasional use, it being an excellent tonic."

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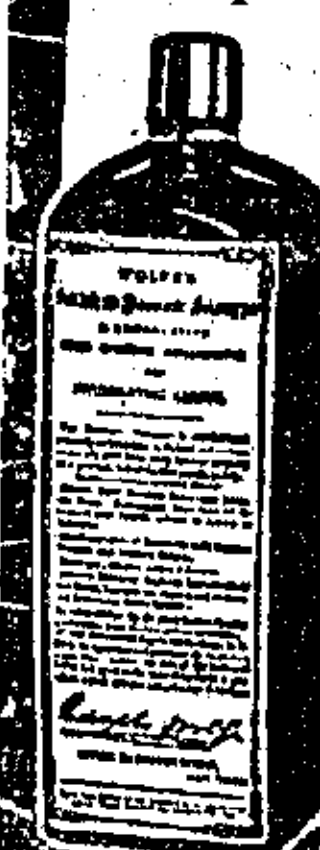
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## NOTES AND NEWS.

### CREMATORIUM FESTIVITIES.

There has just been a great feasting and merry-making in Aarau, the chief town of the adjoining canton of Aargau, over the opening of a new crematorium. Although the town has barely 6,000 inhabitants, it has contrived to spend £6,000 upon its crematorium. As a site for this cheerful building, it selected a position in the so-called "Rose Garden," being careful that it should be surrounded with green trees and shrubs. The building consists of an imposing hall with a great dome over it, behind which is the crematorium itself and the space for the urns. Aarau flatters itself that the new crematorium is not only an ornament to the town, but one of its chief "schönheitswärtigkeiten"—things worth seeing. It reads like a joke, but it is a solemn fact that the architect's name was Herr Fröhlich—Mr. Joyful. After the opening ceremony the town was given up to festivities. There was first a great "apprentice" in the principal hotel, and after this everyone settled comfortably down to a form of amusement known as a "Gemüthliche Vereinigung."

A "Gemüthliche Vereinigung" usually begins about nine o'clock at night, and if you look in at six o'clock the next morning you will find it still not finished. The nearest approach to it is, perhaps, an Irish wake. Altogether there were about 600 people present, all pledged to further the cause of cremation. It is a long time, indeed, says a Basel correspondent, since the Aarau people have spent such a cheerful day, with such a merry night to follow it.

QUEENS OF WEALTH WHO LIVE THE SIMPLE LIFE.

A New York message states that the courts have designated Miss Christina Arbuckle, aged seventy-two, as the administrator of the £7,000,000 estate left by her brother, the late John Arbuckle, the "sugar king," who died intestate last March. Mr. Arbuckle was the hero of the famous "Baby Bunting" breach-of-promise case, which occupied more pages of the newspapers a quarter of a century ago than any other similar case on record. This makes four American women, the correspondent says, who have exclusive control over enormous fortunes, the others being Mrs. B. H. Harriman, to whom the late railway magnate bequeathed £30,000,000; Mrs. Russell Sage whose husband left her £16,000,000; and Mrs. Hetty Green, whose own estate is valued at £20,000,000. These four women thus have the sole management of property of the total value of £73,000,000. The newest recruit to the ranks of multi-millionairesses has the same personal characteristics that distinguish the others. She lives simply, enjoying the company of old friends, and gives her spare time to charitable work, which she accomplishes as secretly as possible. Miss Arbuckle assisted her brother in the management of his estate for some years before his death, and she is thoroughly familiar with the details of administration. She intends particularly to continue her brother's philanthropic works in connection with the Brooklyn church, of which the late Henry Ward Beecher was pastor. The public administrator objected to Miss Arbuckle's appointment, but the courts decided that, despite her age, she was fully competent to manage the estate. Her administration will save the estate £75,000 a year, which would have been turned into the New York treasury as the statutory percentage if the public trustee had been given charge.

### CURATIVE PROPERTIES OF RADIUM.

Some interesting information about the therapeutic use of radium is contained in the first annual report of the Austrian State Kurhaus at Jeonheimthal, published by the Austrian Ministry of Public Works. Over 10,000 baths of radium water have now been given, and good effects have been noticed, not only in cases of rheumatism and gout, but also in spinal paralysis of children, hemorrhage of the brain, and certain cases of neurasthenia. Further, it has been observed that corpulent patients are reduced in weight by a course of radium baths, and that teeth loosened by chronic inflammation can be made firm again by rinsing the mouth with highly radioactive water. Experiments made with the treatment of cancer are, so far, inconclusive, owing to the shortness of time.

### CENTENARY OF NORMAN MACLEOD.

Norman Macleod, the famous Minister of Barony Church, Glasgow, first editor of *Good Words*, and one of Scotland's favourite divines, was born at Campbelltown on June 3rd, 1812, and the centenary of his birth was observed by the publication in most of the Scottish papers last month of anecdotes and incidents in the great divine's career. We reproduce two:

In his first parish in Ayrshire, Norman Macleod found many of the old Covenanted stock sticklers for orthodoxy. When he was on his first round of visitation in Darvel, he called upon an old woman who was looked upon as a great light among the Covenanters. When the young minister entered the house he found her grasping her tin can trumpet (for she was very deaf), and seated formally in the midst of a group of neighbours and co-religionists, summoned to meet him. Unlike his other parishioners, she did not at first acknowledge him as minister, but beckoning him to sit down beside her, and putting the trumpet to her ear, said, "Gang over the fundamentals!" And there and then he had to bawl his theology till the old dame was satisfied, after which he received a hearty welcome as having in him promise of a sound divine.

He was once preaching in a district of Ayrshire where the reading of a sermon used to be regarded as the greatest fault of which a minister could be guilty. When the congregation was dispersing an old woman full of enthusiasm, thus addressed her neighbour:—Did ye ever hear anything sae gran'! Wana' that a sermon? But her expressions of admiration were only received with a stolid silence, so she shouted, "Speak, woman! wana' that a sermon?" "Ou, ay," replied her friend sulkily, "but he read it." "Read it!" cried the other, with indignant emphasis, "I wadna' ha'e cared if he had whistled it."

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[86-18]

## RACING ON OFFICE DESKS.

Snail-racing is said to be a favourite recreation of French Government clerks. This hobby was unknown to the authorities until a recent inspection, when an official opened the desks of the clerks and found a number of cardboard "small stables," containing lettuce-fed racing snails. It was found that the passion for snail-racing had taken such a hold of the clerical staff that proud owners of particularly swift snails were betting heavily on their favourites. A campaign against the pastime was inaugurated with a view to stamping out this incentive to betting among the young and impressionable clerks. The rules of snail-racing are as follows:—

- (1)—The course to be not more than a foot and a half in length on a clear desk.
- (2)—If the winning snail takes more than three-quarters of an hour to cover the course the race shall be declared void.
- (3)—No bait, other than lettuce, shall be placed at the winning-post.
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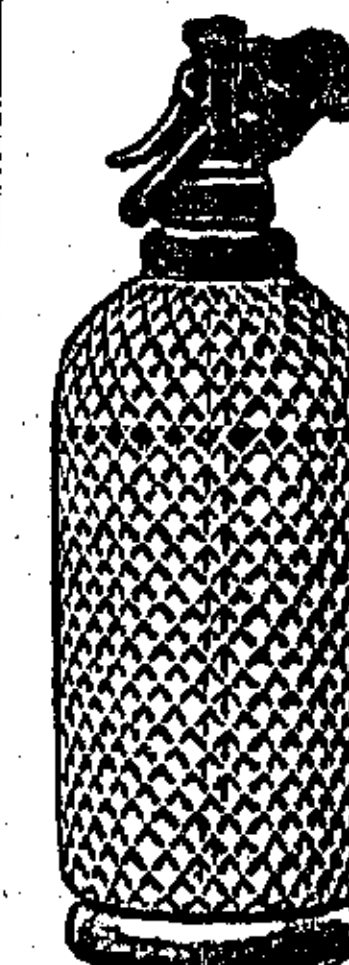
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[89]

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## A Working Housewife



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A cheerful, bright way of looking at things, a brisk activity which easily enables her to do almost as much as two ordinary persons, are some of the immediate benefits Mrs. Parker derived from Phosferine. Like most hard-working mothers, Mrs. Parker never found time to look after herself, and as is always the case, suddenly broke down under the strain of endless household activities. Sudden noises caused her to tremble in feeble distress, gloomy fears assailed her, neuralgia and sleeplessness tortured her nerves relentlessly, and it was from this depth of misery that Phosferine raised Mrs. Parker. That this immediate effect was achieved by two doses of Phosferine, and Mrs. Parker's cure made permanent by a continuance of the tonic, demonstrates that with the aid of Phosferine any husband can save his wife from innumerable distresses.

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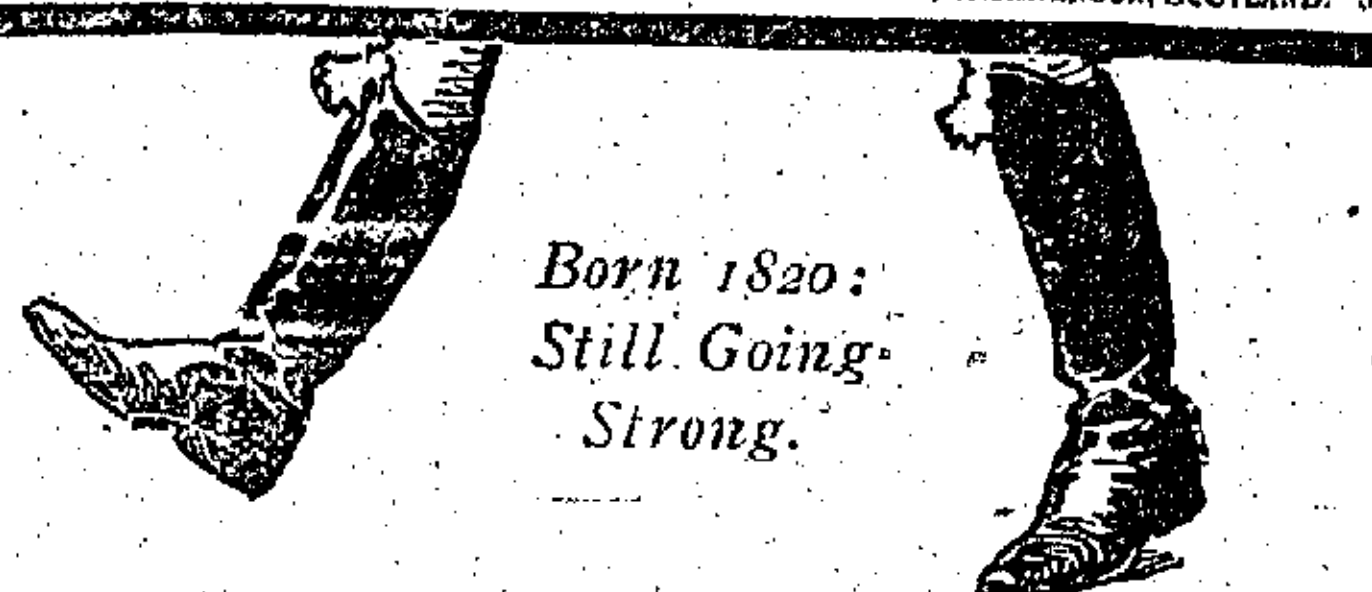
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## THE PATH OF A HUNDRED DEATHS.

GUY THORNE.

(Author of "When It Was Dark," "A Lost Cause," etc.)

SYNOPSIS OF INSTALLMENT I.—Arthur Hughes, formerly a prosperous barrister and engaged to Muriel Tracey, but now a convict in Marshmoor, receives a message from his old friend, Jim Mordant, by means of flashlights to the effect that on the next day, when Hughes, amongst other convicts, is to be transferred to the Isle of Wight, an attempt will be made to make his escape possible. On the following day Mordant, who is an army officer, appears at the station with his troops at the same time as the convicts. Just as the train is coming into the station an explosion occurs, filling the room in which the convicts are with smoke.

CHAPTER II.  
THE ESCAPE.

Black darkness! Not the dead darkness, the icy, chilling negation of light of the midnight convict cell, but a swaying, imperceptible curtain, fluid, alive, red and brown, not by light, but by a devil's orchestra of hideous sound. The ear-splitting explosion, like that of some great shell, followed almost immediately by the lesser explosion in the waiting room, had hardly died away when Arthur Hughes found himself in the midst of this sudden and terrifying darkness. He could hear, he supposed, from outside upon the platform, the shrieking of women, the loud shouts of alarm from the soldiers, somebody with a voice like a hoarse trumpet, and of incredible volume, lawling out some frantic order again and again.

All this took place within the short space of three or four seconds, and the next sensation of the chained man was that of a stinging in the nostrils, a hot and bitter taste as of sulphur, at the back of his throat. All around him were struggling, pushing figures; while horrid and obscene oaths of fear burst from the lips of the scum to whom he was chained. It was a moment snatched from the Pit itself—the thought flashed upon him—it was as though he was a soul chained among devils in deepest Hell. But, almost immediately, his brain righted itself, as it were. For a moment all ordered thought and self-control had slipped away. He had felt as if falling through some abyss, but now, five seconds after the first ear-splitting explosion, he had regained his self-control. His mind was like some aeroplane caught by a sudden gust of wind, and he was towards the earth, then answering to the control of the pilot, soaring upwards to more into safety. At this supreme moment, the words of the message came to him. He was to be terrified at nothing that might happen. He knew now that whatever this horror might be, it meant one thing—it was part of the mechanism of his deliverance.

From the fierce tugging at his left wrist, he knew that the man who was chained to him had fallen to the ground. The steel links held firm, the chain was stretched taut as a bow string, the handcuff was cutting into his wrist, but with all his strength—and he was wiry and athletic still—he managed to keep upon his feet, though staggering this way and that, like a drunken man, among the pitch-black fumes.

And then it came! His shoulders were seized quickly, firmly, quietly by two strong hands. A low voice murmured his name in his ear, and then—"Pull on the chain for all you are worth! Hard! Yes!"

He became aware that someone else was standing by the side of the unknown person who had gripped his shoulder and had spoken to him. There was a little tiny metallic rattle, which he heard quite distinctly among the furious voices, and then something hissed, fell from above, the passing between him and the convict grovelling upon the floor, like a hill wind. There was a sharp snapping click, a thud, and he felt the tension on his wrist suddenly relax.

He swayed over in the opposite direction, and would have fallen, but that the hands upon his shoulders were shifted with lightning rapidity, and he was supported by a strong arm.

"Stand perfectly still," came the low voice once more in his ear.

He did so, and he felt quick dexterous hands—more than one pair of hands, it seemed—busy all about his body. Something warm and tight-fitting was pressed upon his head, and then the hands touched his face, there was the rapid adjustment of warm wire under his ears, and something that was warm, and tickled round his lips and chin, then, without a moment's cessation, he was helped into what he felt was a long coat. Then someone caught his wrist—the manacled wrist—wound the remaining foot or so of chain round it, and pulled on a long, loose glove over the whole hand, and finally a soft hat was pressed upon the first warm close-fitting head cover, he was taken by the back of the neck, and led quickly and silently through the dark. Twice he and his conductors collided with a cursing, shouting figure; then, quite suddenly, although it was still pitch dark, the fury and noise became less and the air upon Arthur's face felt cool.

"Lift up your foot." He lifted it up, and found it was on some sort of a step covered with a soft substance like indiarubber. He sprang, was pushed from behind, and sank back upon a leather-covered seat. "Someone got in beside him with incredible quickness, a soft restraining arm—it seemed like a woman's arm—pressed him back where he sat, there was a loud jar, a sudden trembling, and then a low hum, as the car in which he sat began to move. Even as it did so, he heard the woman's voice in his ear: "Lean back quite still, Arthur, as far as ever you can. Don't move, don't look out of the window, for everything depends upon that."

He did as he was told, closing his eyes in the utter sudden weakness that comes to the mind after a moment of overwhelming excitement.

The hum of the car rose two notes in the scale, through its open windows cool air began to pour, and when he opened his eyes at last, he was seated in a big closed Napier, which was running along the Moor Road at a moderate speed, and in the full light of day.

At his side Mrs. Mordant was sitting, and a brown Holland dust rug was drawn over both their knees.

"Lucy!" he said, in a voice which sounded oddly in his own ears, and bore no resemblance to his own as he knew it.

"Hush, Arthur," she replied in a keen, tense voice. "Drink this."

The silver cup of a travelling flask was being held to his lips. Something strong, warm, and faintly familiar ran down his throat, something which seemed to turn his arteries from pipes of lime into living conduits of blood once more. It was as though they had once more opened to ordinary sound. The mist seemed to roll up before his eyes, and the cloud in his brain dissolve.

"That is strong brandy and water," the woman said. "Now, for your life depends upon it, make a strong effort, dear boy, and listen to me."

She bent forward, and lifted up the cushion of the seat opposite, and pulled out a small flat mirror. She held it up to his face.

"Look!" she said.

He looked, and started, wondering if this were not, after all, some fantastic dream. The face in the mirror was that of an elderly clergyman, grey mustached, and with a beard of iron grey, a soft felt hat was pulled down over the brows, and a long black clerical coat covered the figure. For a moment he was puzzled, he had seen this very face before a minute or two ago; it was a perfectly familiar. Again his mind began to sway and tremble, but another word from his companion recalled it once more. He knew where he had seen that face, things were coming back to him—it was the face of the old clergyman who had come into the booking office at the station.

Mrs. Mordant saw the understanding in his eyes.

"I will give you the main facts quickly," she said. "The darkness and explosion were part of the plot. As the train came in, a special chemical bomb, invented by a foreign chemist for use in war, was exploded by someone in the train in our confidence. Everything was arranged in minute detail. Jim was in command of the squad of soldiers who were going away by the same train by which you were to be taken away. Directly the bomb burst, and everything was dark. Jim rushed into the waiting room, and exploded another and smaller one, which filled that place also. He had his sword specially sharpened, and he cut the chain upon your wrist with a single blow. Meanwhile, the friend who was with me disguised as an old clergyman—you will know who it was later, it does not matter at the moment—took off his wig, coat, and beard, and fitted them on to you. Half an hour ago, I was seen driving to the station in this car, with a clergyman and a young gentleman in tweeds. It was obvious that we were going to see the young man off; the young man is still at the station. Of course, a ticket was taken for him to Plymouth—and of course Jim is there too with his men. The person who was originally disguised as the old clergyman, mingled with the crowd upon the platform in the dark, directly he had disguised you; he will be taken for one of the incoming passengers. Everything has gone without a hitch. We calculated it to a nicety, but there is at least as much before us as we have gone through."

She stopped. Her voice had been clear and distinct, though she had spoken with extreme rapidity, holding Arthur's arm the while, emphasizing her points with quick pressures, watching him with intense anxiety to see if he understood, and if his nerves were under control.

Her quiet, business-like manner, while she told her extraordinary story, had acted as a tonic to the escaping man. The brandy had given his nerves strength, power to think and act.

"I see," he said, "I see exactly how it has all happened, but there are many points—" he stopped, and began to tremble. He had glanced out of one of the open windows, and to the left, not a quarter of a mile away, he saw the frowning, lofty walls, the great gateway, and the central tower of Marshmoor Prison, which they were approaching at a speed of about ten miles an hour.

"Good God!" he said, "Lucy! Lucy, we are going the wrong way, we are going to the prison itself!"

"Courage," she said. "Courage, Arthur! This has all been provided for. It has been thought out for many months by a master mind. This is part of the scheme, it is a device to gain time."

"But they will know already," Arthur said in a shaking voice, "They will know already at the prison of what has happened several minutes in the car, news will have been telephoned up."

Mrs. Mordant shook her head. "The telephone wire has been cut," she said. "There is no flaw in our plans, but I cannot tell you anything for another five minutes. I will explain after. We are playing the highest bluff now. Do exactly as I tell you."

She felt in one of the side pockets of his clerical coat, and withdrew a cigar case. Pulling out a weed—Arthur noticed that the end was already clipped, and she fact gave him some inkling as to the extreme completeness of his rescuers' plans—she put it to his lips, produced a match, and lit it.

"Lean back, and smoke quietly," she said. "Keep your left hand, the one with the chain and the glove on, under the rug—I nearly forgot!"

In a second she had taken a massive gold signet ring from the bosom of her dress, and pressed it upon the little finger of Arthur's right hand.

"Now," she said, "Hold your cigar, and smoke it, and now and again address a remark to me. Be disturbed by nothing that happens."

Arthur did as she commanded, and so strong is physical influence upon the mind, that the first two or three whiffs of the fragrant Havana—so long denied him—gave him a mental ease and security which were marvellous. It was as though the cigar were a magic wand which could shield him from all chance of discovery.

The car had slowed considerably, and was rolling along at not more than eight or nine miles an hour as they passed the prison gate itself.

At the married quarters outside the walls, warders, who were off duty, were digging in their little gardens, or playing with their children. They glanced up unconsciously as the car went by.

Suddenly Mrs. Mordant leaped forward, the chauffeur turned round, and she made a motion for him to stop. He did so suddenly, opposite to the last house where a burly warder, in his shirt sleeves, was seated upon a bench, smoking a pipe, and reading a newspaper.

"We will have the hood down, Williams," she said in a clear voice. "I do not think there is any chance of rain now."

The chauffeur descended, touched his cap, and for a minute or so was busy with the springs. Then the hood descended. Arthur lazily smoked his cigar, trying to force his imagination into a new personality, telling himself over and over again in his mind that he was an old clergyman going for his morning drive.

The warder in the garden had risen from his bench, and was looking on with interest.

"I think it will be a nice day, after all, Ma'm," he said, politely touching his cap. It was a voice and face that Arthur knew well, but the voice was changed now, suave and civil; it was not the brutal voice which flung orders at the caged men beyond the wall.

"Yes, I think it will," Mrs. Mordant answered with a sweet smile. "How beautiful you have made your little garden look. I have never seen such gemmings."

The man reddened with pleasure, and with a reckless daring, which always surprised him afterwards, Arthur leaned forward to look at the flowers as the chauffeur mounted, pulled forward the lever, and started the car.

The prison walls were behind them, and now they were on the road which passed the quarries. As they drew near, Arthur could see, far down below, over the stone wall, yellow figures at work among the granite. Here and there, the dark figures of the warders were standing with their rifles on their shoulders, and upon a little hill in the centre, which overlooked all the workings, stood two other warders, leaning over the stone parapet with the great, black, fifteen-foot searchlight, rising up behind them, and cutting the sky like a lance.

In a few seconds more this, also, faded away, and the car was alone upon the white far-flung ribbon of road, which ran over the purple moor.

High in the heavens, the early morning larks were singing. The heather glowed like the robe of an emperor. From the yellow gorse rose a sweet aromatic savour, the sun began to dispel the grey clouds, the world was very fair.

And now, without a word from Mrs. Mordant, the chauffeur bent forward, pulled over the lever, and in a moment the great car lurched forward. The speed of ten miles was changed to something like thirty-five or forty in half a minute. The moor became a blur, the road a racing streak like the film of a cinematograph. Now, where there was no wind before, save only the gentle breezes of morning, a gale arose, and shrieked and whistled around them as the car hurtled itself forward to freedom.

Mrs. Mordant began to talk rapidly into Arthur's ear in a quiet voice which he heard distinctly enough, despite the roar and thunder of the car.

"We have calculated," she said, "that at least an hour from the time of the explosion at the station will elapse before the warders are out scouring the moor and the surrounding district for you. The gangs in the quarries will have to be marched back for one thing, it will be more likely an hour and a half before a systematic search begins. In the first place, they will never think of searching in this direction for many hours. By this time the smoke at the station will have cleared away, your escape will be discovered, the chain will at first be thought to have simply snapped, nothing will connect Jim or us with the disappearance. The friend who came with me, dressed as you are now, counterfeited a friend who has been staying a couple of miles away at a farm house for some weeks. He will be quickly walking homewards long before the confusion is over. The other young man whom we came to see off, will, of course, be at the station. That accounts for everyone, you see. I am taking you now to a house in the tiny village of Zerran, where I have been living for some months, and this car, with someone looking exactly like you by my side is quite a familiar figure everywhere. In an hour's time, you will be away at sea, if all goes well, and I defy anyone to find out how you have escaped. You will simply have disappeared, as it were, into thin air, but the danger is not over yet. Keep your nerves well under control, think of this one thing, that, if you keep your courage to the last, in an hour's time you will be with Muriel!"

At that word Arthur started violently, his face, under the disguising mass of grey hair, paled and grew crimson, his heart began to beat with a fierce, wild longing, which was almost unendurable, and hot tears sprang into his eyes.

"Dear boy," the brave woman at his side whispered, "Dear boy, your danger, please God, is nearly over, though, in the future you have much to go through before, once more, you come into your own."

At that he looked at her quickly, his eyes lighting up with eagerness.

"You know something?" he almost shouted. "You know that I did not do that thing?"

She nodded.

(Continued on Page 8.)

## THE RESTORATION OF LOST HEALTH.

SCIENCE'S SUPREMEST FORCE EXPLAINED.

"I'd give anything if I could feel really well again!"

Only a day or two ago a well-known man uttered these words at his club to the writer. A little while after, one of the most charming and beautiful women of the writer's acquaintance made a similar remark. Their faces bore the indication of ill-health; their manner betrayed the lassitude which comes from constantly feeling poorly, and there was that general air of dejection and depression about them which showed that they had begun to take a pessimistic outlook of their condition.

People like these, who have felt ill for a long time, whose convalescence has been slow, who take a dispirited view of their condition, can all recover their old sense of buoyancy, their old feeling of vigorous health and enervating vitality, if they will give heed to one of the strongest lessons being taught in the world of Science to-day. This is to use Sanatogen, which every doctor now recognises as the greatest revitaliser of the body in general, and of the brain and nerves in particular, while its power of improving the blood is extraordinarily great, so that it has a high degree of utility in a wide circle of symptoms.

It must not, however, be supposed that Sanatogen is anything like a "cure-all." It is not. It is, however, worth drawing attention to the fact that the body is not divided into a number of separate compartments, as it were, each of which has little or no relation to the others, as so many people seem to imagine. On the contrary, every system of the body depends in some way on every other system for its healthy activity. It is because Sanatogen acts directly on the nerves and the blood, and increases the body's nutrition, that it has so wide an application in the cure of various disorders and diseases.

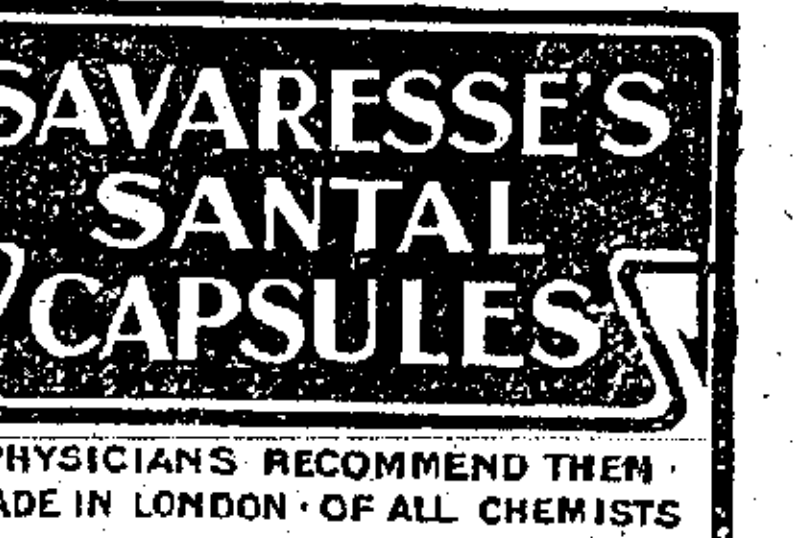
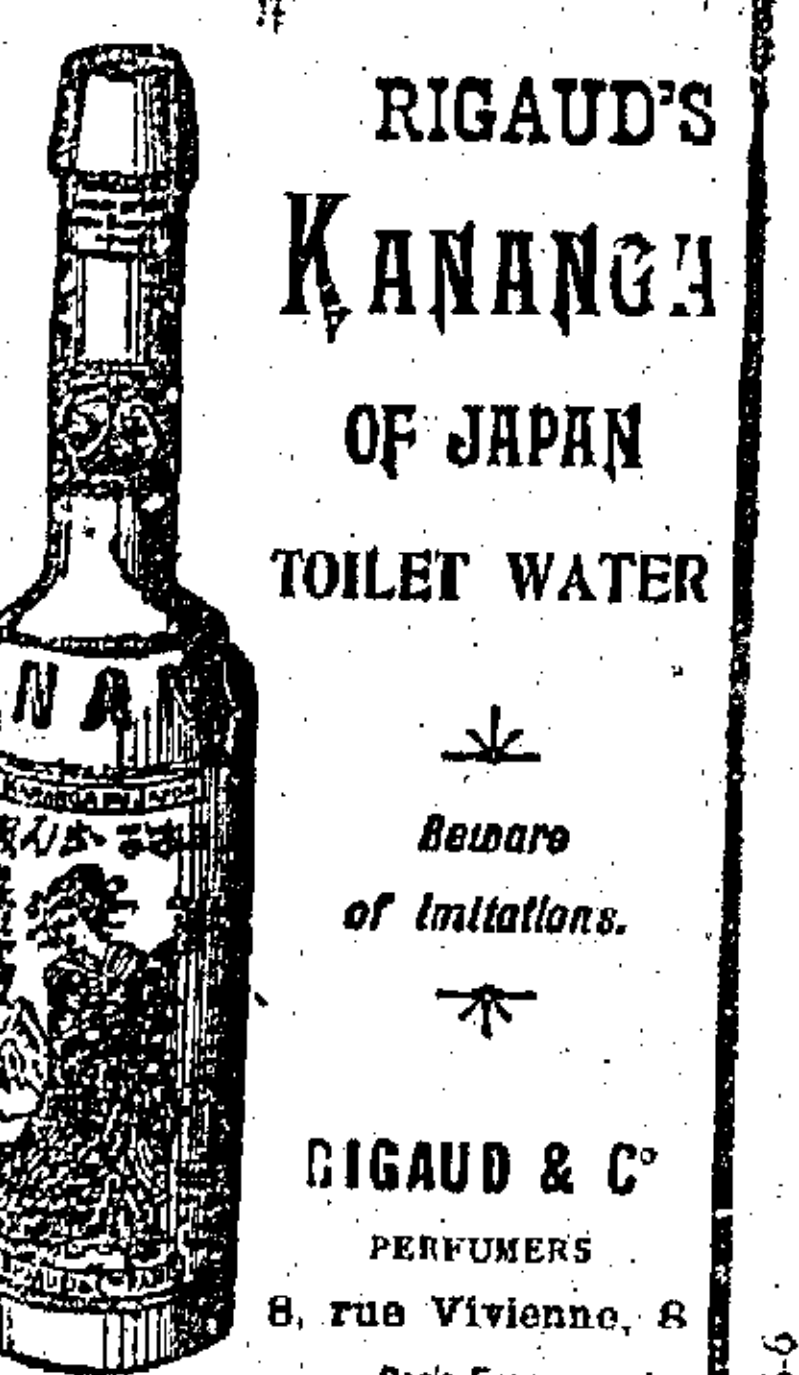
Among the conditions of ill-health from which Sanatogen may be confidently expected to restore the sufferer, are those affecting the nerves, like nervous debility and break-down; brain-fag, with loss of memory and sleeplessness; nervous exhaustion; dyspepsia, and anaemia, with its attendant symptoms of languor, shortness of breath, palpitation, etc., and all conditions in which there is wasting or loss of weight.

Moreover, in all those varied conditions in which a tonic is indicated, Sanatogen has always been confidently recommended by doctors all over the world, for they know that it never fails to restore the sensation of health, strength and well-being to its highest possibilities.

In this connection *The Medical Times* states:—"There is no doubt whatever that the nutrition of patients taking Sanatogen improves wonderfully." *The General Practitioner* states:—"It is, probably, in cases of weakening or exhaustion of the nervous system, accompanied by various forms of mental and bodily inefficiency, that Sanatogen proves most useful. Rest, an outdoor life and Sanatogen will often effect a cure."

Write for a copy of a most interesting booklet, "The Art of Living," by Dr. Andrew Wilson, which will be sent, free, to all mentioning this paper on application to A. WELFING & CO., 6, Kiukiang Road, Shanghai.

Sanatogen can be obtained of all Chemists. [99-413]



ON SALE

BOUND VOLUMES of the "HONGKONG DAILY PRESS," JULY & DECEMBER, 1911. With Index. Price \$7.11. On Sale at the "HONGKONG DAILY PRESS" Office. Hongkong, 26th March, 1912.



## WHEN THE DOCTOR ADVISED

THAT LITTLE DUSY BROWN BE GIVEN DR. WILLIAMS' PINK PILLS SHE WAS AT DEATH'S DOOR WITH MALNUTRITION AND MALARIA.

THEY MADE HER WELL.

The case of little Daisy Brown affords an excellent example of the curative value of Dr. Williams' Pink Pills for children. Her father, Mr. C. Brown, who holds a responsible position with Messrs. Bullock Bros. & Co., Ltd., of Rangoon, said: "My wife and I cannot too highly praise Dr. Williams' Pink Pills for the great benefit our daughter derived from their use," and on what strong grounds this gentleman gave expression to these words will be seen from the details which he kindly furnished for the information of other parents.

"My little daughter Daisy was a model baby, but shortly after her first birthday the food which she had previously thrived on ceased to nourish her, and she became alarmingly weak," said Mr. Brown.

"At first we resorted to her ill-health to feeding, but as the usual treatment failed to soothe her we consulted a specialist, who told us that Daisy's illness was due to MALNUTRITION. SHORTLY AFTERWARD AN ATTACK OF MALARIA BROUGHT HER TO DEATH'S DOOR."

"After the child's life had hung on the balance for eighteen months, and the doctors had practically told me she was almost sure to die, it occurred to me that Dr. Williams' Pink Pills for Pale People might benefit her. I questioned the doctor about this medicine and upon his advice tried it. Daisy received a quarter of a pill at a dose, and with the second bottle for nights were much better, she was less fretful, she began to eat better and to enjoy her food."

"By degrees the FAMOUS PILLS CLEARED DUSY'S SYSTEM OF ALL THE MALARIA. HER EYES BECAME BRIGHT, HER SPIRITS RETURNED. SHE IS NOW QUITE WELL, AND ENJOYS HERSELF AT ALL SORTS OF CHILDISH PEAKS AND GAMES."

"To all who are ill for want of rich, red, new blood (and most of the disorders of mankind arise from weak impure blood) Dr. Williams' Pink Pills for Pale People are of the utmost value, because they are the most perfect blood-purifying, blood-strengthening and blood-making medicine yet brought to light by medical science. Through the blood they build up the nerves, and among the maladies for which they are a proved remedy are Anemia, Malaria, Debility, Indigestion, Rheumatism, all diseases arising from nervous causes even to Paralysis in its worst forms, Eczema, and the ailments from which women suffer. Of dealers, and the Dr. Williams' Medicine Co., Cavanagh Bridge, Singapore. 1 bottle for \$125.6 for \$7, post free."

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## THE PATH OF A HUNDRED DEATHS.

BY GUY THORNE

(Author of "When It Was Dark," "A Lost Cause," etc.)

(Continued from Page 7.)

"We know you did not," she answered. "We all know—each member of the powerful organization which is rescuing you is convinced of it. Much has happened of which you are necessarily ignorant. That is all I must say now. You will know everything before long. Concentrate upon the present, Arthur. Courage! Pull yourself together for the last lap of the race."

The car began to slow again. They were at the edge of the moor. Beyond them lay the summer sea, a smooth floor of sapphires. The road dipped down towards the little white fishing village, and two or three hundred yards away from the shore a large steam yacht, flying the Royal Head Squadron burgee, was at anchor, with a couple of boats plying backwards and forwards from it to the beach.

In a minute or two more, the car was gliding slowly through the village, and in response to a whispered instruction from Lucy Arthur was touching his hat with a couple of fingers, whereas any fisherman or passer-by took off their caps. The car turned, and entered a small drive, pulling up before a fair-sized villa, standing in its own garden.

Arthur descended, and was hurried into the house. The big, sunlit hall was quite deserted. Upstairs, quick, I will show you the way, said Mrs. Mordant. Arthur followed after her. She turned down a corridor upon the first floor, passed open a door of a room, and entered.

Two people were standing there. All the blinds of the windows were drawn. One was a little bearded man of foreign appearance, the other a tall, elderly clergyman, with a long grey beard. Once more the sense of unreality came over the escaped prisoner. He started. The old clergyman hurried up to him, and grasped him warmly by the hand.

"Thank God," he said in a deep, pleasant voice, "that all has gone well so far, Mr. Hughes. You have seen my counterfeited presentation at the station, you yourself took almost exactly like me, but, I am, you see, the real Simon Hughes."

Mrs. Mordant hurried from the room. "Take off everything you have on quickly," said the old clergyman.

Arthur did so. In a moment more the little foreign-looking man had sat him in a chair, and was sponging his face, neck and arms with some dark brown liquid which dried rapidly upon the skin.

Then he took a length of black crepe hair, painted the young man's lips, cheeks and chin with spirit gum, and swiftly a short, pointed beard began, as if by magic, to cover his face in place of the temporary grey one which he had discarded.

Mrs. Mordant came hurrying back into the room, and with her a middle-aged man, dressed as a sailor.

Without a word, this man took Arthur's left wrist, and began filing the hand with a regular, rapid movement. So keen was the file, assisted by a spray of acid from a glass squirt, that in ten minutes the young man's wrist was free.

In half an hour from the time he had entered the room, the little foreign man asked him to look in the glass. He did so, and started in amazement to see a swarthy, dark-skinned, foreign-looking man with a pointed torpedo beard, and black eyebrows, while only the close-cropped convict hair gave him any clue to his own identity.

Three pairs of willing hands helped him to dress. He wore the loose-serve trousers of a yachtsman, a spun jersey, with the letters "S.Y. Seaway" in red across it, a sailor's cap, with the same lettering in gold round the band, and a blue serge jacket with gold buttons, completed the transformation.

Mrs. Mordant drew up one of the blinds. The window looked directly upon the beach. The house was at the far end of the village, a little way from the landing stage of the Cove, where the fishing boats lay at anchor.

"You see that yacht," she said. "There you will find freedom, and Muriel—and other friends. It has been moored here for three days now, and the sailors are constantly going backwards and forwards so that everyone in the village is quite accustomed to them. You will go with this man," she pointed to the man who had filed the handkerchief, "a dinghy is ready for you not a hundred yards away, and, please God, in a quarter of an hour you will be aboard."

Arthur turned to thank her, he could find no words, his eyes were filled with tears.

"Not now, not now," she said hurriedly. "Do as you are told. Courage, Arthur, courage!"

As if in a dream, Arthur went down the stairs, and passed through the pleasant, prettily furnished hall with the sailor.

"Put your hands in your pockets, sir," the fellow said, "and just stroll along casual like."

The two men passed a couple of cottages where some women, who were gossiping at the doors, pleasantly passed them the time of day, crunched over a few yards of pebbles, and entered a smart white dinghy at the water's edge.

Arthur sat in the stern while his companion skulled vigorously towards the yacht. A pilot ladder hung from the bows. Arthur climbed up it, and stood upon the snowy deck.

Two sailors were polishing some brass work amidship, and an officer in a peak cap lounged upon the bridge, smoking a cigar. No one took the slightest notice of him or his companion.

As if in a dream, he walked aft towards the companion-way to the saloon, preceded by the sailor.

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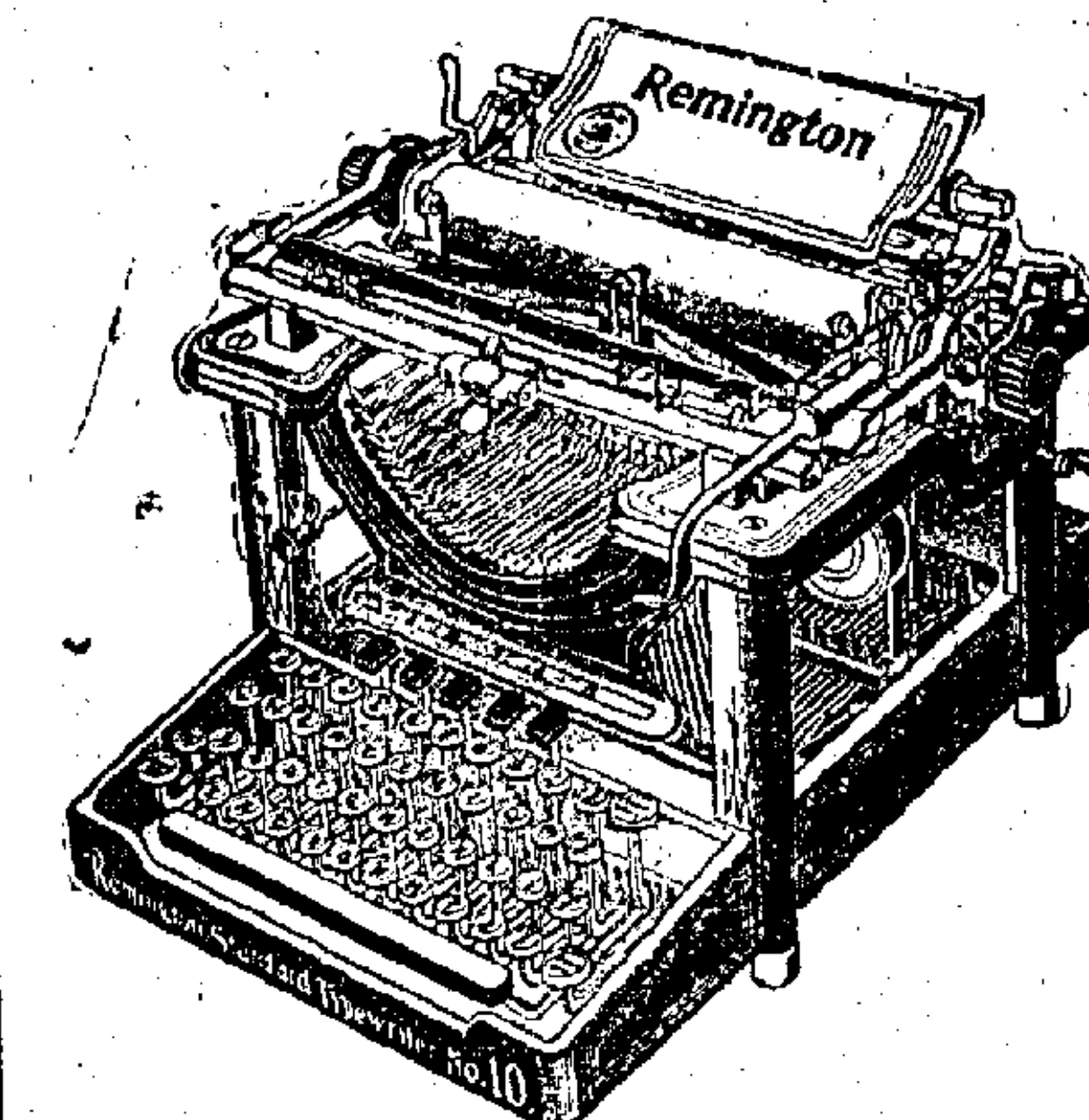
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"Now, sir," the man said in a low voice, "Down you go, they are waiting for you below."

Arthur stumbled down the rubber-covered stairway, hesitated for a minute with his hand upon the door of polished mahogany, pushed it open, and entered.

There was a loud cry. He saw the face he loved more than any other face in the world. He felt soft warm arms around his neck, a warm wet face pressed to his. He heard a voice like a voice from Heaven itself murmur words of love and welcome in his ears.

He tried to speak, then everything faded away. He seemed falling, falling through darkness, and there was a noise as of mighty waters in his ears, as the long tension snapped, and he fell senseless upon the floor of the saloon.

(To be Continued.)

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## NOTICE TO CONSIGNEES.

The Steamship "ATHOLL"

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES OF Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of Holt's Wharf at Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon TO-MORROW.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 8th prox., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst., at 2.30 p.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & Co., Ltd., Agents.

Hongkong, 6th July, 1912. [591]

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Optional Cargo will be forwarded unless notice to the contrary be given before Noon TO-MORROW.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 8th prox., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst., at 9.30 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by CARLOWITZ & Co., Agents.

Hongkong, 9th July, 1912. [4]

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THE Steamship

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having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of Holt's Wharf at Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon TO-MORROW.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th July will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 17th July, at 9.30 a.m.

All Claims must reach us before the 24th July, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Underwriter.

NORDEUTSCHER LLOYD, MELCHERS & Co., General Agents.

Hongkong, 10th July, 1912. [5]

## SHIPPING IN PORT.

## STEAMERS.

ATHOLL, British str., 3,331, S. L. Saxby, 8th July—Singapore 2nd July, General—Doddwell & Co.

BELLEPHON, British str., 5,943, J. Bebb, 7th July—U.S. 12th June, General—Butterfield & Swire.

BORNEO, German str., 1,344, J. Seabill, 8th July—Sandakan 2nd July, General—Melchers & Co.

CHEROSHINO, British str., 1,350, N. McLiddell, 10th July—Tientsin 4th July, General—Jardine, Matheson & Co.

CHIELI, British str., 1,143, F. McGarity, 8th July—Swatow 7th July, General—Butterfield & Swire.

CHUNSONG, British str., 1,418, Matlock, 8th July—Port Combet 2nd July, Coal—Jardine, Matheson & Co.

CLARA JENSEN, German str., 1,103, A. Uldrup, 10th July—Haiphong 7th July, Rice—Jensen & Co.

DAIJI MARU, Japanese str., Somekawa, 8th July—Swatow 8th July, General—Osaka Shosen Kaisha.

EMPEROR OF JAPAN, British str., 3,030, S. Robinson, n.s.r., 14th July—Vancouver 13th June, General—Canadian Pacific Railway Co.

HANOI, French str., 730, G. Boudier, 8th July—Pakhoi 4th July, General—A. R. Marty.

HONGKONG, British str., 1,835, J. M. Hay, 11th July—Mojoi 5th July, General—Jardine, Matheson & Co.

JOHANN, German str., 952, Ipland, 9th July—Hoihow 8th July, General—Jensen & Co.

KEONGWAI, German str., 1,115, J. Kohler, 11th July—Swatow 10th July, Rice—Butterfield & Swire.

KURICHOW, British str., 1,215, C. Plunkett, 8th July—Tientsin 22nd July, General—Butterfield & Swire.

KUMBAO, British str., 3,236, F. Wheeler, 11th July—Singapore 8th July, General—Jardine, Matheson & Co.

KWANGLO, Chinese str., 1,438, J. McArthur, 10th July—Shanghai 7th July, Rice—Chinese.

LIAN, British str., 1,552, W. W. Williams, 11th July—Shanghai 7th July, General—Butterfield & Swire.

LYEEMOON, German str., 1,238, Hellhoff, 8th July—Saigon 2nd July, General—Hamburg-Amerika Linie.

MANCHURIA, American str., 8,750, A. Dixon, 7th July—San Francisco 6th June, Mails and General—Pacific Mail S.S. Co.

MURK, British str., 2,329, Miles, 10th July—Tarakan 8th July, Liquid Fuel—Asiatic Petroleum Co.

NAMHANG, British str., 2,091, P. M. B. Lake, 8th July—Japan 3rd July, Coal and General—Jardine, Matheson & Co.

ONSANG, British str., 1,787, A. J. Smith, 8th July—Chiwan 29th June, Coal—Jardine, Matheson & Co.

PIECHEP, British str., 1,036, Jas. M. Scott, 11th July—Saigon 7th July, Rice and General—Chinese.

PERANANG, German str., 1,026, O. Reher, 5th July—Bangkok via Swatow 27th June, General—Butterfield & Swire.

POLCEVERA, Italian str., 1,345, De Amegna, 8th July—Bombay 17th June, General—Carlowitz & Co.

PROFIT, Norwegian str., 715, E. Olsen, 9th July—Bintuin 7th July, General—Order.

RYGJA, Norwegian str., 2,492, E. Meyer, 8th July—Portland, Or., 4th July, Flour—Bank Line, Ltd.

SENTA, German str., 992, Jensen, 5th July—Bangkok 27th June, General—Order.

SHINKU MARU, Japanese str., 3,025, K. Hsu, 9th July—Mikie 3rd July, Coal—Mitsui Bussan Kaisha.

SIGAL, German str., 1,128, Christensen, 8th July—Hoihow 7th July, General—Jensen & Co.

SUTSANG, British str., 1,770, S. J. Payne, 3rd July—Singapore 27th June, General—David Sassoon & Co.

SUNGKIANG, British str., 997, H. Mathias, 11th July—Haiphong 7th July, General—Butterfield & Swire.

TAISUN, Chinese str., 1,316, R. F. Parra, 8th July—Shanghai 3rd July, General—Chinese.

TAMARA, British str., 3,318, A. Macdonald, 8th July—San Francisco, Bulk Oil—Standard Oil Co.

TEUGER, British str., 5,816, W. Yarwood, 7th July—Manila 5th July, General—Butterfield & Swire.

TOINARI, Dutch str., 6,011, F. E. Hayon, 8th July—General—Java-China-Japan Line.

TRIGONIA, Dutch str., 1,070, C. Westers, 9th July—Palo Sambar, Bulk Oil—Asiatic Petroleum Co.

WAISHING, British str., 1,170, Holmwood, 10th July—Shanghai 8th July, General—Jardine, Matheson & Co.

YATSHING, British str., 1,124, R. A. Anderson, 7th July—Sebatia 30th June, Coal—Jardine, Matheson & Co.

YUENSON, British str., 1,224, P. H. Rolfe, 9th July—Manila 6th July, General—Jardine, Matheson & Co.

## PASSED THE CANAL.

June 7th—Ali Maru, Niihachi Maru, Pera, Polynesien, Sachsen, Teucer, Atrous, O. J. B. Aiters.

June 11th—Bohemia, Glenloghan, Indradena, O. J. B. Aiters, Polynesien, Prinsess Alice, 21st—Armand Belier, Japon, Meinam, Memnon, Miyasaki Maru, 25th—Braemar, Bulow, Candia, Carmarthenshire, Matopio, Peshawar, Vandellia, Yangtze.

June 28th—Ernest Simons, Nubia, Arcadia, Baron Driesen, Schuykill, Neleus, Patricia, 2nd—Benvenue, Borneo, Calchas, Flinskir, Lutetia, Yidan, Kioto.

June 30th—Kikano Maru, Suevia, Titen, Telemachus, 9th—Bohemia, Goeben, Himalaya, Manchester Castle, Baron Opilly.

## ARRIVALS AT HOME.

July 8th—Patricia, Bulow.

## ON SALE.

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TELEPHONE No. 780. KING'S BUILDING, PRINCE CENTRAL.

### ORIENTAL AFRICAN LINE. NEW LINE OF STEAMERS TO SOUTH AFRICAN PORTS.

Regular Direct Service from JAPAN, CHINA AND STRAITS TO BEIRA,  
DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE  
TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the  
Quickest Freight Transport from the ORIENT TO SOUTH AFRICA.

PROPOSED SAILINGS.

S.S. "DUNERIC" ... 3,000 tons ... Second half of August.

And regularly thereafter.

For Rates of Freight or Passage, apply to—

**THE BANK LINE, LIMITED,**  
MANAGING AGENTS.

### INDIAN AFRICAN LINE.

Large carried on through Bills of Lading from HONGKONG TO BEIRA,  
DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and  
CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN  
AFRICAN LINE.

PROPOSED SAILINGS

From Hongkong: 20th July.

From Colombo: 10th August.

For Rates and Further Information, apply to—

**THE BANK LINE, LIMITED,**  
MANAGING AGENTS.

### CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT  
FROM THE ORIENT TO THE ARGENTINE.

Frequent Sailings from HONGKONG connecting with the Company's Steamers  
at CALCUTTA.

For Rates of Freight and Further Particulars, apply to—

**THE BANK LINE, LIMITED,**  
MANAGING AGENTS.

### GOING HOME.

A HOLIDAY AT HOME. AND A WAY  
TO GET THERE THAT'S A HOLIDAY.

WHY NOT

See the beauties of Japan, of Honolulu, (the Paradise of the Pacific), of  
California, of Colorado, and the fascinations of Niagara, San Francisco,  
Chicago and New York.

AND THE WAY

Every "travel wise" tourist takes the deservedly famous U.S. MAIL Steamers,  
of the

### PACIFIC MAIL S.S. CO.

Steamers of Limitless Luxury. Splendidly appointed "Homes on the Water."  
Wireless Telegraphy. Submarine Fog Signals. Excellent String Orchestra.  
Meals for epicures under the superintendence of caterer of International Repute.

The Cost: is not more by this route with its unrivalled opportunities,  
than by any other route. For a return ticket to London  
the cost is but £120, including berth and meals across America. To San Francisco  
the Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE  
First Class accommodations are provided for £43 to London (return ticket £74)  
and to San Francisco £25. SPECIAL RATES to Officers, Army, Navy, Consular  
Civil Service, on application.

STEAMERS.	Tons	Starting	1912
MANCHURIA	27,000	TUESDAY,	15th July, at 1 P.M.
NILE	11,000	TUESDAY,	30th July, at 1 P.M.
MONGOLIA	27,000	TUESDAY,	6th Aug., at 1 P.M.
PERFIA	9,000	TUESDAY,	27th Aug., at 1 P.M.
KORFA	18,000	TUESDAY,	3rd Sept., at 1 P.M.
SIBERIA	18,000	TUESDAY,	17th Sept., at 1 P.M.
CHINA	10,200	TUESDAY,	24th Sept., at 1 P.M.
MANCHURIA	27,000	TUESDAY,	1st Oct., at 1 P.M.

\* INTERMEDIATE STEAMERS.

LET US PLAN AN ITINERARY FOR YOU.

KING'S BUILDING (opposite Blake Pier).

**FRED J. HALTON, AGENT.**

Telephone No. 141.

### HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT  
CO., LTD., AND CHINA NAVIGATION CO., LTD.

#### HONGKONG-CANTON LINE.

HONGKONG TO CANTON.	CANTON TO HONGKONG.
SATURDAY, 13th JULY, 1912.	
8 a.m. "HEUNGSHAN."	8 a.m. "HONAM."
10 p.m. "HONAM."	5 p.m. "KINSHAN."
SUNDAY, 14th JULY, 1912.	
10 p.m. "FATSHAN."	4 p.m. "HONAM."

#### HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. | S.S. "SUI AN," Tons 1651  
HONGKONG TO MACAO.  
Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.  
Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.  
MACAO TO HONGKONG.  
Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

#### EXCURSION TO MACAO.

SUNDAY, 14th JULY.  
The Company's Steamship  
"SUI AN,"  
Will depart from the Company's WING LOK STREET WHARF at 9 a.m.  
Departure from Macao at 5 p.m.  
N.B.—The Company will also run a steamer from Macao on Sunday, leaving at 7.30 a.m.,  
and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.  
This Steamer connects with the excursion steamer leaving Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

#### CANTON-MACAO LINE.

S.S. "HUI-SANG," 457 tons,  
Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.  
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT  
CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE  
INDO-CHINA STEAM NAVIGATION CO., LTD.

#### CANTON-WUHOW LINE.

S.S. "SAINAM," 588 tons, and S.S. "NANNING," 569 tons.  
One of the above Steamers leaves Canton for Wuhow every Monday, Wednesday  
and Friday, at about 8 a.m., and the other leaves Wuhow for Canton on the same days at 8.30 a.m.  
Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the  
Company's direct steamers "LINTAN" and "SANUI." These vessels have superior  
Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.  
Booking Office open daily (Sundays excepted) 9 a.m. to 5 p.m.  
Further particulars may be obtained at the Office of the  
**HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.**  
Hotel Mansions (First Floor), opposite the Blake Pier. [143]

### SWEDISH EAST ASIATIC CO., LTD. GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION	STEAMERS	Tons	DATE OF SAILING.
SHANGHAI, YOKOHAMA, "YEDDO"	7,200	On 29th July.	
Kobe and MOJI "NIPPON"	7,300	About 20th Aug.	

For Freight and Further Particulars apply to  
TELEPHONE No. 171.  
**ARTHUR NILSSON & CO.,**  
YORK BUILDINGS, TOP FLOOR.

### AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)  
MONTHLY FAST DIRECT SERVICE TO TRIESTE,  
via SINGAPORE, PENANG, COLOMBO, ADEN, SUZ, PORT SAID.  
S.S. "KORBER," 9,900 tons, will leave as above on 19th July, at 5 P.M.

TO SHANGHAI.  
S.S. "BOHEMIA," 7,900 tons, will leave as above on 4th August.  
Superior accommodation for 1st and 2nd Class Cabin and Steerage passengers. Cheap  
rates, Hongkong-Trieste, Venice, £50 1st, £35 2nd Class. No surtax, no tips, no inside  
Cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.

MONTHLY ORDINARY SERVICE,  
S.S. "VORWAERTS," 12,900 tons, will leave for YOKOHAMA and KORE via SHANGHAI  
about 31st July.  
S.S. "SILEZIA," 13,900 tons, will leave for TRIESTE, Fiume and Venice, via SINGAPORE,  
PENANG, COLOMBO, CALCUTTA, ADEN, SUZ, PORT SAID, on 31st July.

These Steamers are fitted with comfortable one class accommodation for saloon  
passengers. Cheap rates, Hongkong-Trieste, Venice £43, no surtax, excellent cuisine, Doctor,  
Wireless Telegraphy.

ROUND THE WORLD TICKETS ARE ISSUED.  
CARGO is taken at through rates to all ports in the Adriatic, the Levant and Black  
Sea, also to North and South America. For information apply to

**SANDER, WIELER & Co., Agents,**

Hongkong, 12th July, 1912. Princes' Building. [155]

### SAN FRANCISCO TOYO KISEN KAISHA

TRANS-PACIFIC

#### WESTERN PACIFIC

#### DENVER AND RIO GRANDE

TRANS-CONTINENTAL

#### TOYO KISEN KAISHA.

New Triple Screw Turbine Engines—20 Knots Speed.

S.S. TENYO MARU ... 21,000 tons.  
S.S. CHIYO MARU ... 21,000 tons.  
S.S. SHINYO MARU ... 21,000 tons.

AND 11,000 tons. (INTERMEDIATE.)

HONGKONG TO SAN FRANCISCO via CHINA and JAPAN PORTS and  
HONOLULU. Semi-tropical route—Daily tank bathing, cricket, baseball, dances and  
free newspaper containing World's happenings by wireless.

### WESTERN PACIFIC-DENVER AND RIO GRANDE.

The T.K.K. lines connect at San Francisco with the palatial trains of the Western  
Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver  
WITHOUT CHANGE.

Through Standard Sleepers.  
Through Tourist's Sleepers.  
Dining Cars—Observation Cars.

Electric Light—Electric Fans; Union Depot.  
New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the  
Sierras—Pepper River Canon—and the Royal Gorge of Colorado.

(Convenient connections at Chicago with trains for New York Transatlantic Steamers)  
and other Eastern points.

When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for  
Ticket form No. 626.

**C. LACY GOODRICH,**

GENERAL ORIENTAL AGENT.

17, WATER STREET, YOKOHAMA.

AND KING'S BUILDING, HONGKONG

### BRITISH INDIA S. N. CO., LTD. APCAR LINE.

REGULAR SERVICE BETWEEN  
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

#### EASTWARD.

S.S. "DILWARA," 5,378 tons, Capt. W. J. Bishop, left CALCUTTA on 3rd July,  
will be despatched for SHANGHAI, KORE and MOJI on 24th July.  
S.S. "ARRATON APCAR," 4,450 tons, Capt. P. M. Austin, will be despatched  
to KORE and MOJI (YOKOHAMA of sufficient inducement offers) on 29th July.

#### WESTWARD.

S.S. "GREGORY APCAR," 4,600 tons, Capt. J. E. Drake, will be despatched  
for SINGAPORE, PENANG and CALCUTTA on 21st July.  
S.S. "TORILLA," 6,679 tons, Capt. C. J. Swanson, R.N.R., will be despatched  
as above on 31st July.  
The above Steamers have excellent saloon accommodation for passengers and are fitted  
with all modern conveniences and carry a duly qualified surgeon.  
For Freight or passage, apply to

**DAVID SASSOON & CO., LTD.,**

Hongkong, 10th July, 1911.

AGENTS.

[592]



### PHILIPPINES S.S. CO.

STEAMSHIP	Tons	CAPTAIN	FOR	SAILING DATE
RUBI	4000	S. A. Crosby	Manila, Mangarin, Iloilo and Cebu	On 20th July, 4 P.M.
ZAFIRO	4000	M. C. Smith	Manila, Mangarin, Iloilo and Cebu	On 30th July, 4 P.M.

For Freight or Passage, apply to **SHEWAN, TOMES & Co.,** General Managers,  
HONGKONG, 11th July, 1912. **PHILIPPINES S.S. Co.** [13]

### RUSSIAN VOLUNTEER FLEET.

PROJECTED SAILINGS FROM HONGKONG:

#### HOMEWARD.

VIA  
SINGAPORE, PENANG, COLOMBO, JIBUTI,  
MOHEDA, JEDDAH, PORT SAID, BEYROUT,  
CONSTANTINOPLE, THEODOSIA, BATUM,  
Odessa.

The S.S. "PERM," 4,149 R.T., Com-  
mander J. Kabin, is expected in Hongkong  
at the end of the present month.

#### OUTWARD.

VIA  
NAGASAKI, VLADIVOSTOK.

The S.S. "MOGHILEV," 6,200 R.T.,  
Commander J. Stecky, is expected in Hong-  
kong at the end of the present month.  
The S.S. "VLADIMIR," 5,620 R.T.,  
Commander retired Rear Admiral J. Skalsky,  
is expected in Hongkong at the end of the  
present month.

The exact date of arrival of these steamers will be published later on.

For freight and further particulars, apply to

**CAPTAIN D. A. LUKHMANOFF,**

AGENT.

Hongkong, 6th July, 1912.

[717]

#### UNCLAIMED TELEGRAMS.

The following is a list of unclaimed telegrams  
lying in the Eastern Extension, Australasia and  
China Telegraph Company's office at Hong-  
kong:—

ADDRESS	FROM
Evans Customs	London Sub.
Fenwick	Woburn
Goan	Gow Yon 106 Jervo
Street	Boston
Gorbun	London Sub.
Hukhng Kwofyuk	Bangkok
Kinhut Nampaklung	Bangkok
Mrs. Thayer Krenlin	Manila
Nishimura c/o Poyosaka	Manila
Saifer	Antwerp
Suzsela King Edward Hotel	Macao
Suesmasu	Bangkok
Tani Nomura	Zachanga, P.I.
Winghook Cheong	New York
Ying-shing	Victoria, B.C.
6572	Weihaiwei.

Following is a list of unclaimed telegrams  
lying in the Great Northern Telegraph Com-  
pany's office at Hongkong:—

ADDRESS	FROM
Bowhangchong	
Dale	
Frater	
Henglio	
Kuchong	
Nagatsushiko c/o Matsuba's	
Hotel	
Natmol	
Nyhuai	
Shingyuen 32, Manhamkai	
Shimsho	
Weedil	
Yinkeshan	
Yost Hing Loong 299, Queen's	
Road	
241 Des Vaux Road	
0005 3883 0098 s 190 3141	
0222 3883 0207 s 68 0355 6774	
2332	
0712 2429 6386 6639	
1781 3458	
1484 0504 3111 5394 0936 1680	
3024 5894 0059 5714 0934 2869	
1793 2032	
6639 7303 4637	
1346	

#### CHURCH SERVICES.

UNION CHURCH, Kennedy Road. Minister,  
Rev. C. H. Hickling. 11 a.m.; Worship.  
Hymns, 379, 53, 52; Te Deum, Anthem "O taste  
and see" (Goss), 6 p.m.; Worship. Special  
Hymns, Subject "Character in the Nation."

St. John's Cathedral, Hongkong, 14th  
July, 6th Sunday after Trinity. Holy Com-  
munion 8.15 a.m.; Matins (11 a.m.) Responses,  
Ferial; Venite, Alleluia; Psalms, Robinson,  
Dunlop; Te Deum, Woodward, Smart, Tarle;  
Benedictus, Troutbeck; Hymns, 191, 280 and  
232. Evensong (5.45 p.m.). Full Choir.  
Responses, Ferial; Psalms of the 14th evening;  
Magnificat and Nunc Dimittis, Stainer in  
E-flat; Anthem, Sing O heavens—Sullivan;  
Hymns, 173 and 477. Sevenfold Amen. N.B.  
—Psalms 37, verses 1, 2, 11, 12, 21, 27 in unison;  
Psalm 74, verses 1, 11, 13, 19, 23, 24 in unison;  
Hymn 477, verses 2 and 5 in unison.

#### "WIND DOG AND GUN IN THE NEW TERRITORY."

BEING THE Series of Articles contributed  
to the "HONGKONG DAILY PRESS"  
Sportman," reproduced in book form

PRICE ONE DOLLAR.

Hongkong, 29th October, 1910

#### WEATHER REPORT.

On the 12th at 11.30 a.m.—A depression has  
formed over the Gulf of Petichill. Shallow de-  
pressions lie over central Japan and Annam.

Pressure has decreased slightly over S. China  
and Annam.

Moderate S. winds are indicated along the  
E. coast of China, and moderate to light S.E.  
winds over the N. China Sea.

Hongkong rainfall for 24 hours ending at  
10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon  
to-day is as follows:

DISTRICT FORECAST.  
Hongkong & Neighbourhood  
Formosa Channel ... Variable winds,  
moderate.  
South coast of China between Light or vari-  
Hongkong and Lamook ... also winds  
South coast of China between East winds,  
Hongkong and Hainan ... moderate.  
\* S.E. winds, moderate to light; fair.

#### HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory July 11th.

	Previous On	Day On	At
	at 2 p.m.	at 5 a.m.	at 2 p.m.
Barometer	29.81	29.82	29.81
Temperature	85	82	87
Humidity	78	83	72
Wind Direction	East	SE	SE
Weather	2	1	2
Rain	0	0.03	0

Highest open air Temperature on 11th ... 87  
Lowest open air Temperature on 11th ... 79

#### HONGKONG TIDE TABLE.

From 13th to 19th July, 1912.

Day of Month	Days of Month	H'long. Mean Time.	Height.	H'long. Mean Time.	Height.	Day of Month	Days of Month	H'long. Mean Time.	Height.
Sat.	13	h. m.	ft. in.	h. m.	ft. in.	Sun.	14	h. m.	ft. in.
		7 17	7 5	0 23	3 2			9 45	3 5
		8 7	8 1	1 12	3 1			10 37	3 9
		8 58	8 3	2 3	3 0			11 21	3 9
		9 51	8 2	2 55	2 9			12 44	3 1
		10 44	7 9	3 50	2 8			1 26	4 3
		11 44	7 9	4 46	2 0			2 45	6 6
		12 44	7 9	5 47	2 9			3 46	6 6
		1 26	4 3	6 44	1 2			4 46	6 6

#### PRINTING

Nothing creates such a good impression in  
business as the use of First Class Printing.  
The difference in cost between good and bad  
printing and material is generally nil.

**THE HONGKONG DAILY PRESS  
PRINTING WORKS**  
turn the Best Printing at Reasonable Prices







# PENINSULAR & ORIENTAL

## STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DELTA Capt. E. P. Martin, R.N.R.	About 18th July.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	DEVANHA Capt. W. R. Hickey	Noon, 20th July.	See Special Advertisement.
SHANGHAI, MOJI, KOBE AND YOKOHAMA	CANDIA Capt. R. E. Shone NUBIA Capt. F. J. Fox	About 21st July. About 25th July.	Freight only. Freight and Passage.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	POONA Capt. A. F. Vire, R.N.R.	About 24th July.	Freight only.

For Further Particulars apply to  
H. W. D. SHALLARD,  
Acting Superintendent.  
Hongkong, 11th July, 1912.

# CHINA NAVIGATION CO., LD.

## SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SWATOW, TSINGTAU, WEIHAI, WEI, CHEFOO & TIENTSIN	"KUEICHOW"	On 13th July, 10 A.M.
SHANGHAI	"LINAN"	On 13th July, M'night.
HONGKONG (Mail) & HAIPHONG	"HUNGKANG"	On 14th July, 8 A.M.
MANILA, CEBU and LOILO	"TAIPONG"	On 16th July, 4 P.M.
MANILA	"POOCHOW"	On 16th July, 4 P.M.
SHANGHAI	"CHINHUA"	On 18th July, 4 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TAIYUAN"	On 19th July, Noon.
SHANGHAI	"ANHUI"	On 20th July, M'night.
WEIHAIWEI & TIENTSIN	"HUIHOW"	On 27th July, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, TWICE WEEKLY.  
S.S. "LITIAN" and S.S. "SANTU".  
AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.  
MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING". Saloon accommodation Ample; Electric Fans fitted; Extra State-rooms on Deck aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck aft; Electric Fans fitted.  
SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI", "CHENAN", "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo through Bills of Lading to all Yangtze and Northern China Ports, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.  
These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.  
REDUCED FARES—SINGLE \$45.....RETURN \$75.  
NEW SERVICE—SHANGHAI TO ANTUNG sailings on alternate Wednesdays.  
For Freight or Passage apply to—  
BUTTERFIELD & SWIRE, AGENTS.  
Hongkong, 13th July, 1912.

# HAMBURG-AMERIKA LINIE

## IN CONJUNCTION WITH

### DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.  
TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Madeira, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.  
NEXT SAILINGS FROM HONGKONG:

## OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA:	
S.S. GOLDENFELS ...	23rd July.
S.S. SUEVIA ...	2nd August.
S.S. PERSIA ...	15th August.
S.S. O. T. D. AHLERS ...	22nd August.
S.S. C. FERD. LAEISZ ...	11th Sept.
S.S. ARCADIA ...	24th Sept.

## HOMEWARD.

FOR MARSEILLES, HAVRE & HAMBURG:	
S.S. SEGOVIA ...	14th July.
FOR ROTTERDAM, HAMBURG & ANTWERP:	
S.S. BRASILIA ...	17th July.
FOR HAVRE, BREMEN, HAMBURG & ANTWERP:	
S.S. SAMBIA ...	22nd July.
FOR MARSEILLES, HAVRE & HAMBURG:	
S.S. SILESIA ...	7th August.
FOR HAVRE, ROTTERDAM & HAMBURG:	
S.S. FUERST BUELOW ...	13th August.
FOR HAVRE, BREMEN & HAMBURG:	
S.S. GOLDENFELS ...	23rd August.

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 12th July, 1912.

# THE EASTERN & AUSTRALIAN

## STEAMSHIP CO., LTD.

## MAIL SERVICE TO AUSTRALIA.

## MAIL SCHEDULE (SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS ...		On 23rd July, at Noon

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-rooms have Electric Fans. A duly qualified Doctor and Stewards are carried. For further particulars apply to

GIBB, LIVINGSTON & Co., AGENTS.

# DOUGLAS STEAMSHIP CO., LD.

## HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

## SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HATTAN" ...	Capt. J. S. Bosch ...	TUESDAY, 16th July, at 11 A.M.
"HAIMUN" ...	Capt. W. Evans ...	FRIDAY, 19th July, at 11 A.M.
"HAICHING" ...	Capt. W. C. Passmore ...	TUESDAY, 25th July, at 11 A.M.

For SWATOW AND RETURN.  
(Occupying 3 Days).

HAIMUN ...	Capt. W. Evans ...	SUNDAY, 14th July, at 10 A.M.
------------	--------------------	-------------------------------

Steamers will arrive and Depart from the Company's Wharf (near Blake Pier). During 1950 per cent. on the usual rate to Foochow.

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co., GENERAL MANAGERS.

Hongkong, 12th July, 1912.

# TOYO KISEN KAISHA.

## IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

## SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

## CHIYO MARU, SHINYO MARU AND TENYO MARU.

Speed 21 KNOTS, Displacement 21,000 TONS.

and the TWIN SCREW S.S. "NIPPON MARU,"

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING
CHIYO MARU ...	W. W. Greene	TUESDAY, 23rd July, Noon.
NIPPON MARU ...	A. G. Stevens	TUESDAY, 13th Aug., at Noon.
TENYO MARU ...	E. Bent	TUESDAY, 20th Aug., at Noon.
SHINYO MARU ...	H. S. Smith	TUESDAY, 10th Sept., at Noon.

The S.S. "CHIYO MARU" will be despatched for SAN FRANCISCO via KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, YOKOHAMA AND HONOLULU, on TUESDAY, the 23rd July, at Noon.

## SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—

BUYO MARU, HONGKONG MARU AND KIYO MARU

Ply between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	Tons	DATE OF SAILING
KIYO MARU ...	17,500	TUESDAY, 6th Aug., Noon.
BUYO MARU ...	10,500	FRIDAY, 4th Oct., at Noon.
HONGKONG MARU ...	11,000	TUESDAY, 3rd Dec., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES:—TO OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,  
King's Building (Opposite Blake Pier).

247)

# OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

## TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA via KEELUNG, NAGASAKI, KOBE, YOKKAICHI, AND YOKOHAMA	"TACOMA MARU"	6,178	THURSDAY, 18th July, at 1 P.M.
	"SEATTLE MARU"	6,182	THURSDAY, 8th Aug., at 1 P.M.
	"CHICAGO MARU"	6,182	TUESDAY, 5th Sept., at 1 P.M.
VICTORIA, B.C. & TACOMA via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, AND YOKOHAMA	"PANAMA MARU"	6,059	TUESDAY, 23rd July, at 1 P.M.
	"MEXICO MARU"	6,064	SATURDAY, 17th Aug., at 1 P.M.
	"CANADA MARU"	6,064	TUESDAY, 17th Sept., at 1 P.M.

O. S. K. has made the following revision on 1st class passage to Victoria, Tacoma, Seattle, Vancouver, Portland, and San Francisco:—

From Manila	G. \$130.00
From Hongkong	G. \$110.00
From Nagasaki, Moji, Kobe and Yokohama	G. \$ 95.00
1st class passage from Hongkong to Victoria, Tacoma, Seattle, Vancouver, Portland and San Francisco	G. 110.00

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for stowage Passengers, situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

## HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
TAMSIU via SWATOW and AMOY	"DAIGI MARU"	SUNDAY, 14th July, at Noon.
FOOCHOW via SWATOW and AMOY	"KAJO MARU"	WED'DAY, 17th July, at Noon.

N.B.—The Co.'s Coast-Line and Formosa Line of Steamers, will arrive and depart from Soon Yip Co's wharf (near the Harbour Office, Praya Central). For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

S. HIROL, MANAGER.

7778-7

# EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

## TONKIN

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalano.

(1ST AND 2ND CLASSES) will leave Hongkong for

KWANG CHOW WANG AND HAIPHONG,

on WEDNESDAY, the 17th July, 1912, at 9 A.M.

For Passages and Freight apply to

P. THOMAS, N.M. Co.'s AGENT.

2

# NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

## PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	TANGO MARU Capt. K. Kawara	8,000	WED'DAY, 17th July, at Daylight.
	KAMO MARU Capt. F. L. Sommer	9,000	WED'DAY, 31st July, at Daylight.
VICTORIA, B.C. and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	AWA MARU Capt. Shimizu	7,000	TUESDAY, 16th July, at 4 P.M.
	SADO MARU Capt. Asakawa	7,000	TUESDAY, 30th July, at 4 P.M.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU Capt. Sekine	5,000	FRIDAY, 2nd Aug., at Noon.
	NIKKO MARU Capt. N. Yagi	6,000	FRIDAY, 30th Aug., at Noon.
BOMBAY via SINGAPORE, and COLOMBO	KAMAKURA MARU Capt. K. Soyeda	7,000	FRIDAY, 26th July.
KOBE and YOKOHAMA	MISHIMA MARU Capt. A. E. Moses	9,000	WED'DAY, 17th July, at 5 P.M.
SHANGHAI, MOJI and KOBE	KAWACHI MARU Capt. Christiansen	7,000	WED'DAY, 17th July.
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU Capt. M. Yagi	6,000	WED'DAY, 31st July, at Noon.
SHANGHAI and KOBE	HIROSHIMA MARU Capt. Hirase	4,000	MONDAY, 15th July.

§ Fitted with New System of Wireless Telegraphy.

† Cargo only

# NEW LINE OF STEAMERS

## BETWEEN KOBE & CALCUTTA.

(REGULAR FORTNIGHTLY SERVICE)

FROM KOBE TO CALCUTTA, CALLING AT HONGKONG, SINGAPORE, PENANG AND RANGOON.

The next steamer from Hongkong:—

"TOTOMI MARU," 4,000 tons, Capt. Kawashima, Saturday, 13th July!

# REDUCED SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1912.  
SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months.

	Yokohama Return.	Kobe Return.	Moji Return.	Nagasaki Return.
1st Class	\$135	\$122	\$108	\$95
2nd "	\$ 81	\$ 75	\$ 65	\$ 57

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1241.

112-13-656

# PENINSULAR & ORIENTAL

## STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

# MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR  
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.  
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave to HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MAEILLES (Brindisi 2 days earlier)	Due Plymouth (London 1 day later)
DEVANHA ... 8000	July 20	MOLDAVIA ... 10000	Aug. 18	Aug. 24
DELTA ... 8000	August 3	MALWA ... 12500	Sept. 1	Sept. 7
INDIA ... 8000	August 17	MONGOLIA ... 10000	Sept. 15	Sept. 21
ARCADIA ... 7000	August 31	MEDINA ... 12500	Sept. 28	Oct. 4
ASSAYE ... 7500	September 14	MALWA ... 11000	Oct. 12	Oct. 18
DEVANHA ... 8000	September 28	MOOLTAN ... 10000	Oct. 26	Nov. 1
INDIA ... 8000	October 12	MACEONIA ... 10500	Nov. 9	Nov. 15
DELTA ... 8000	October 26	MOREA ... 11000	Nov. 23	Nov. 29

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:

1st SALOON £71.10 SINGLE, £106.14 RETURN.

2nd " 48.8 " 72.12 "

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSIT) STEAMERS WILL LEAVE FOR

## LONDON

CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS	Leave HONGKONG	Due LONDON
	Tonnage	about
NUBIA ...	6000	September 4
SARDINIA ...	7000	September 18

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

FARES TO LONDON:

1st SALOON £55.0 SINGLE, £82.10 RETURN.

2nd " 33.10 " 57.4 "

For further Particulars, apply to—

H. W. D. SHALLARD,  
ACTING SUPERINTENDENT.

781



## TEPLITZ WATER

A most delicious TABLE-WATER for the HOT SEASON:

\$18 PER CASE OF 100 PINTS.

General Agent for Hongkong and China:

**HUGO C. A. FROMM,**

HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.

Hongkong, 12th July, 1912.

## SCHWABINGER BEER.

GENUINE MUNICH BEER.

JUST TRY IT  
AT THE

GRAND HOTEL'S BAR!

General Agent for Hongkong and China:

**HUGO C. A. FROMM,**

HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.

Hongkong, 12th July, 1912.



OBTAINABLE FROM—

**THE SINCERE CO., LTD.,**

SUB-AGENT FOR HONGKONG.

Hongkong, 12th July, 1912.

## POST OFFICE NOTICE

Only fully prepaid Letters and Post Cards are transmissible by the SIBERIAN ROUTE TO EUROPE.  
Letters for this route should be superscribed via SIBERIA.

FOR	PER	DATE
Philippine Islands, Yap, Maroon, Friedrich, Wilhelmshafen, Rabaul, Herbertshöhe, Matupi, Samarai, Australia, Tasmania and New Zealand via Brisbane	Prinz Waldemar	Saturday, 13th, 8.00 A.M.
Kudat and Sandakan	Borneo	Saturday, 13th, 9.00 A.M.
Swatow, Tsingtau, Weihaiwei, Chefoo & Tientsin	Kuichow	Saturday, 13th, 9.00 A.M.
Japan via Yokohama	Fuzhou	Saturday, 13th, 11.00 A.M.
Straits	Middleham Castle	Saturday, 13th, 11.00 A.M.
Straits, and India via Calcutta	Namsang	Saturday, 13th, 11.00 A.M.
Straits, and India via Bombay	Polevora	Saturday, 13th, 11.00 A.M.
Batavia, Samarang, Sourabaya and Macassar	Tyiwang	Saturday, 13th, 11.00 A.M.
Philippine Islands	Xuansang	Saturday, 13th, 1.00 P.M.
Macao	Sui Tai	Saturday, 13th, 1.15 P.M.
SHANGHAI, NORTH CHINA, JAPAN, via NAKASAKI, UNITED STATES, SOUTH AMERICA AND CANADA via VANCOUVER (EUROPE via SIBERIA)	Empress of Japan	Printed Matter and Samples ... 4.00 P.M. Registration ... 3.15 P.M. (Registration with late fee of 10 cents up to 4.00 P.M.) No late fee ... 5.00 P.M. Letters ... 5.00 P.M. Sundays, 14th, 5.00 P.M. Monday, 15th, 5.00 P.M. Tuesday, 16th, 5.00 P.M.
Shanghai and North China	Linan	Saturday, 13th, 5.00 P.M.
Hohow, Haiphong and Pakhoi	Sungkiang	Saturday, 13th, 5.00 P.M.
Hongay	Clara Josen	Saturday, 13th, 5.00 P.M.
Japan via Kobe	Chunyang	Saturday, 13th, 5.00 P.M.
Swatow	Haimun	Sunday, 14th, 9.00 A.M.
Swatow, Amoy and Tamsui	Daiqi Maru	Sunday, 14th, 9.00 A.M.
Japan via Yokohama	Kunyang	Monday, 15th, 9.00 A.M.
Philippine Islands	Monmouthshire	Monday, 15th, 2.00 P.M.
Shanghai and North China	Waishing	Monday, 15th, 3.00 P.M.
Straits, Samarang and Sourabaya	Hepang	Tuesday, 16th, 10.00 A.M.
Weihaiwei, Tsingtau and Chefoo	Cheongshing	Tuesday, 16th, 10.00 A.M.
Swatow, Amoy and Fochow	Haitan	Tuesday, 16th, 10.00 A.M.
FORMOSA via KEELUNG, SHANGHAI, NORTH CHINA, JAPAN, HONOLULU, UNITED STATES, CANADA, and SOUTH AMERICA via SAN FRANCISCO (EUROPE via SIBERIA)	Manchuria	Printed Matter and Samples ... 10.15 A.M. Registration ... 10.15 A.M. (Registration with late fee of 10 cents, up to 11.00 A.M.) No late fee ... 9.30 A.M. Letters ... 11.00 A.M.
SAIGON, STRAITS, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEEN, EGYPT and EUROPE via MADRASS	Oceanien	Printed Matter and Samples ... 10.00 A.M. Registration ... 10.15 A.M. (Registration with late fee of 10 cents, up to 11.00 A.M.) No late fee ... 9.30 A.M. Letters ... 11.00 A.M.
Philippine Islands	Fochow	Tuesday, 16th, 3.00 P.M.
Philippine Islands	Kaifong	Tuesday, 16th, 3.00 P.M.
Formosa via Keelung, Shanghai, North China and Japan via Moji Canada and United States via Seattle	Awa Maru	Tuesday, 16th, 3.00 P.M.
Straits and Ceylon	Tango Maru	Tuesday, 16th, 5.00 P.M.
Shanghai and North China	Chinhua	Thursday, 18th, 3.00 P.M.
Swatow, Amoy and Fochow	Haimun	Friday, 19th, 10.00 A.M.
Philippine Islands, Australia, Tasmania and New Zealand	Taiyuan	Friday, 19th, 11.00 A.M.
STRAITS, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEEN, EGYPT and EUROPE via BRINDISI	Demulus	Saturday, 20th, 10.00 A.M. Printed Matter and Samples ... 10.00 A.M. Registration ... 10.15 A.M. (Registration with late fee of 10 cents, up to 11.00 A.M.) No late fee ... 9.30 A.M. Letters ... 11.00 A.M.
STRAITS, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEEN, EGYPT and EUROPE via NANTES	Yorck	Wednesday, 24th, 10.00 A.M. Printed Matter and Samples ... 10.00 A.M. Registration ... 10.15 A.M. (Registration with late fee of 10 cents, up to 11.00 A.M.) No late fee ... 9.30 A.M. Letters ... 11.00 A.M.

## COMMERCIAL.

## CLOSING QUOTATIONS.

ON LONDON	July 12th.
Telegraphic Transfer	1114
Bank Bills, on demand	1114
Bank Bills, at 30 days' sight	1114
Bank Bills, at 4 months' sight	1114
Credit, 4 months' sight	1114
Documentary Bills 4 months' sight	1114
ON PARIS	
Bank Bills, on demand	2514
Credit, at 4 months' sight	2514
ON GERMANY	
On demand	2042
ON NEW YORK	
Bank Bills, on demand	49
Credit, at 60 days' sight	49
ON BOMBAY	
Telegraphic Transfer	1483
Bank, on demand	1483
ON CALCUTTA	
Telegraphic Transfer	1483
Bank, on demand	1483
ON SHANGHAI	
Bank, at sight	73
Private, 30 days' sight	73
ON YOKOHAMA	
On demand	973
ON MANILA	
On demand	88
ON SINGAPORE	
On demand	88
ON BATAVIA	
On demand	1194
ON HAIPHONG	
On demand	1194
ON SAIGON	
On demand	1194
ON BANGKOK	
On demand	1194
SOVEREIGN, Bank's Buying Rate	1194
GOLD LEAF, 100 fine, per tola	1194
BANK SILVER, per 100	1194
SUBSIDIARY COINS.	
Chinese	20 cents pieces
Chinese	10
Hongkong	20
Hongkong	10
MAILS VIA SIBERIA.	
London	June 20th.
Shanghai	July 15th.

## THE CIGARETTES OF DISTINCTION.

**Egyptian Cigarette Stakes**

4-20 BOUTON ROUGE 1  
2-80 FELUCCA 2  
2-50 NILOMETER 3

ALSO STARTED 12 OTHERS

(Figures preceding names indicate price per 100.)

**The Racing Man's SPECIAL**

**BOUTON ROUGE FELUCCA AND NILOMETER Egyptian Cigarettes**

Made in Egypt by Maspero, France, Cairo

London Office 48, STRAND.

From all High-class Tobacconists and Leading Hotels throughout the World

**BRITISH AMERICAN TOBACCO CO., LTD.**

Sole Agents, HONG KONG.

## LADIES' "SPECIALS" Mouthpiece Cigarette.

OBTAINABLE EVERYWHERE \$2.20 per 100.

## SHARE LIST.—QUOTATIONS.

HONGKONG, 12TH JULY, 1912.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASH.
<b>BANKS.</b>				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	18224, buyers
China Bank Corporation, Limited	60,000	\$12	all	17400, buyers
China Light and Power Company, Limited	50,000	\$5	all	124, buyers
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	all	124, buyers
<b>COTTON MILLS.</b>				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 91
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$5, cal. & sel.
Dairy Farm Company, Limited	40,000	\$72	all	122
<b>DOCKS AND WHARVES.</b>				
Hongkong & Kowloon Wharf & G. Co., Ltd.	50,000	\$50	all	\$61, buyers
Hongkong and Whampoa Dock Co., Ltd.	50,000	\$50	all	\$48
New Amoy Dock Co., Limited	10,000	\$40	all	\$61
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 48
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	all	Tls. 93
Green Island Cement Co., Limited	400,000	\$10	all	\$44, buyers
Hongkong Electric Co., Limited	60,000	\$10	all	\$223
Hongkong Hotel Company, Limited	12,000	\$50	all	\$112, buyers
Manila Metropolitan Hotel Limited	15,000	Ps. 10	all	\$73, buyers
Hongkong Ice Company, Limited	50,000	\$25	all	\$69
Hongkong Rope Manufacturing Co., Limited	50,000	\$10	all	\$10, sellers
Hongkong & South China Steam Fisheries Co., Ltd.	15,000	\$10	all	\$10, buyers
<b>INSURANCE.</b>				
China Insurance Office Co., Limited	10,000	\$250	all	\$235
China Fire Insurance Co., Limited	20,000	\$100	all	\$132, buyers
China Traders Insurance Co., Limited	24,000	\$33.33	all	\$100
Hongkong Fire Insurance Co., Limited	8,000	\$250	all	\$350, sales
North-China Insurance Co., Limited	10,000	\$25	all	Tls. 150
Union Insurance Society, Limited	12,000	\$250	all	\$100
Yantai Insurance Association, Limited	12,000	\$100	all	\$195, Ex 73
<b>LANDS AND BUILDINGS.</b>				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	all	\$1054, buyers
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	all	\$785, buyers
Kowloon Land and Building Co., Ltd.	6,000	\$50	all	\$34, buyers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	all	Tls. 86
West Point Building Co., Limited	12,500	\$50	all	\$564, buyers
Matschappij tot Mijn. Bosch-en Landbouw exploitatie in Langkat	25,000	Gds. 10	all	Tls. 65
<b>MINING.</b>				
Chinese Engineering and M. Co., Ltd.	1,000,000	\$1	all	35/
Tronoh Mines, Limited	160,000	\$1	all	72/6
Heavwood Tin and Rubber Estate, Ltd.	715,280	\$1	all	4/
Bank Australia Gold Mining Co., Ltd.	20,000	\$1	all	3/
Peak Tramways Co., Limited	50,000	\$10	all	\$114, sellers
Philippine Co., Limited	75,000	\$10	all	\$1
<b>REFINERIES.</b>				
China Sugar Refining Co., Limited	20,000	\$100	all	\$109, buyers
London Sugar Refining Co., Limited	7,000	\$100	all	\$392
<b>STEAMSHIP COMPANIES.</b>				
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$9, buyers
Douglas Steamship Co., Limited	20,000	\$50	all	\$27, sellers
Hongkong, Canton & Masso S.B. Co., Ltd.	60,000	\$15	all	\$27, buyers
Indo-China Steam Navigation Co., Ltd.	60,000	\$1	all	\$68
Shell Transport & Trading Co., Limited	2,500,000	\$1	all	\$105.6, sellers
Star Ferry Company, Limited	10,000	\$10	all	\$7, buyers
South China Morning Post, Limited	6,000	\$25	all	\$22
Steam Laundry Company, Limited	20,000	\$5	all	\$29, buyers
<b>STORES AND DISPENSARIES.</b>				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$25
Wm. Powell, Limited	15,000	\$7	all	\$7, buyers
Watkins, Limited	10,000	\$10	all	\$34
S. Watson & Co., Limited	30,000	\$10	all	\$5, sellers
Weismann, Limited	3,000	\$10	all	\$15, buyers
Gande Price & Co., Ltd.	50,000	\$10	all	\$12, sellers
Societe des Pulpes et Papeteries du Tonkin	15,200	\$50	all	\$33
Hongkong Steel Foundry Co., Ltd.	15,200	\$10	all	\$10
United Asbestos Oriental Agency, Limited	9,900	\$10	all	\$5, sales
Union Waterboat Co., Limited	100	\$10	all	\$30
<b>RUBBER.</b>				
Latex in London				4/9 per lb., buyers
Chinese Imperial 1336	Tls. 767,200	Tls. 250	7% p. annum	per lb.
				VERNON & SYMTH, Share Brokers

## FORTHCOMING EVENTS.

Tuesday, 16th July:— 4.30 P.M.—Lady May's first "At Home," Mountain Lodge.	Friday, 19th July:— 9 P.M.—Baudmann Opera Co. at the Theatre Royal.	Tuesday, 23rd July:— 5.30 P.M.—Lecture on Christian Science at the Theatre Royal.	Wednesday, 24th July:— 12.30 P.M.—The Star Ferry Co., Ltd., Extraordinary General Meeting.	Tuesday, 26th August:— Noon—Hongkong, Canton and M. Co. Steamboat Co., Ltd. Ninety-Second Ordinary Half-Yearly Meeting.
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## OPTUM.

Quotations are:—	July 6th
Malwa New	45,000 3,025 per picul.
Malwa Old	35,000 3,075 "
Malwa Older	33,000 3,150 "
Malwa V. Old	32,000 3,250 "
Persian fine quality	\$1,400
Persian extra fine	\$1,200
Malwa New	3,400
Malwa Old	3,500
Malwa New	3,600
Malwa Old	3,500

## NOTICE TO KOWLOON RESIDENTS

Extra Copies of Daily Press are on Sale daily at the following Stores:—  
KOWLOON BOOK STALL, Ferry Wharf  
Messrs HUNG CHEONG, Haiphong Road

## TELEGRAM

RECEIVED ON 11.11.11. FROM LONDON:—

"We beg to inform you ROYAL  
WARRANT awarded our Company  
for Milk."



CONDENSED MILK.

STERILIZED NATURAL  
MILK.

EVAPORATED CREAM.

ON SALE AT ALL STORES.

## The Famous "D.C.L." GINS.

"OLD TOM" and "DRY."

UNEXCELLED IN QUALITY.

"D.C.L." GINS MAKE THE BEST COCKTAILS.

The following Recipes are recommended:

D.C.L. Dry Cocktail 3/5 D.C.L. Dry Gin, 2/5 French Vermouth,  
a dash of Angostura and Orange Bitters  
and Ice.

D.C.L. Old Tom Cocktail 1/2 D.C.L. Old Tom,  
1/2 Italian Vermouth,  
1/2 French Vermouth, a dash of Peppermint  
or bruised mint-leaves and a dash of  
Pomeranzen Bitters.

SOLE AGENTS—

**GANDE, PRICE & CO., LTD.,**

WINE MERCHANTS,

12, QUEEN'S ROAD CENTRAL, HONGKONG.

Telephone No. 135.

## IMPORTANT TO ENGINEERS.

## ANTI-FRICTION METAL

"MARINE BEARING"

FOR LINING BEARINGS

AND

FRICTIONAL PARTS OF MACHINERY.

Is the best in the Market.



## ATLAS METAL &amp; ALLOYS CO., LTD.

52, QUEEN VICTORIA STREET, LONDON, E.C.

Large and Old Established Manufacturers of

## ANTI-FRICTION METAL.

SOLE AGENTS—

**WILLIAM C. JACK & CO., LTD.**

14, DES VEXX ROAD CENTRAL, HONGKONG.

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